



Transport Grant Bid 2006/07

PREFACE

I have great pleasure in submitting the third Transport Grant bid on behalf of Sewta.

Sewta continues to make significant progress towards the delivery of its strategy, by working with all of its partners to provide the improved public transport infrastructure and services which are vital to assisting sustainable economic development, reducing social exclusion, and enabling the maximum number of people to have access to employment, service and leisure opportunities. Only with the support of its partners, and assistance from the Welsh Assembly Government, will progress towards meeting these aims be possible.

I am pleased to announce that many schemes have been successfully delivered since the previous Transport Grant submission. Most notably, the re-opening of the Vale of Glamorgan railway line to passenger services in June demonstrated the real enhancements in public transport that can be achieved.

More major initiatives will be implemented during the coming year including; significant frequency and capacity enhancements on the rail network, and improved bus operations with better interchanges, more bus priority, and enhanced passenger facilities. It is these measures that gain the public's confidence in public transport and achieve the step change in travel habits that is required.

It is therefore disappointing that, once again, the Welsh Assembly Government has not invited new bids for Transport Grant funding, as Sewta has an ambitious programme of new schemes that it wishes to pursue to take forward the joint objective of developing an integrated and accessible transport system that supports a growing economy. Despite this limitation, we look forward to the major benefits from the delivery of the schemes that have already been approved.



Councillor Tom Williams
Chair

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1. INTRODUCTION

1.1 Background

- 1.1.1 Sewta (the South East Wales Transport Alliance) was officially launched on 1st April 2003. It consists of ten local authorities: Blaenau Gwent County Borough Council, Bridgend County Borough Council, Caerphilly County Borough Council, Cardiff County Council, Merthyr Tydfil County Borough Council, Monmouthshire County Council, Newport City Council, Rhondda Cynon Taf County Borough Council, Torfaen County Borough Council and the Vale of Glamorgan Council - an area that includes half the population of Wales and a similar proportion of its economic output.
- 1.1.2 In addition, Sewta has representation from partner organisations including Arriva Trains Wales (representing the train operators), the Confederation of Passenger Transport (representing the bus operators), Bus Users UK, Network Rail and the Rail Passengers Committee.
- 1.1.3 Sewta's structure is set out in Appendix A.

1.2 Aims and Objectives

- 1.2.1 The core aim and objectives for Sewta, which make it the authoritative voice for transport in the region, as well as further afield, are:

<p>Core Aim</p> <p>Working for better co-ordinated and more effective transport for people and businesses in South East Wales.</p>
<p>Objectives</p> <p>Objective 1 To work in partnership with the people and with organisations with a stake in transport in South East Wales.</p> <p>Objective 2 To co-ordinate the delivery of an integrated transport strategy for South East Wales, seeking to influence the modal choice through an appropriate mix of transport projects and supporting policies in transport and related fields.</p>

Objective 3

To promote the essential role of transport in economic and land use planning, and to influence land development to make the necessary provision for transport, and in particular public transport.

Objective 4

To ensure that full account is taken of safety, sustainability and social inclusion in transport plans and schemes.

Objective 5

To seek to increase the resources for transport for Wales, and to maximise the share availability for South East Wales.

Objective 6

To pursue common standards for transport across the whole of South East Wales based on best practice; to seek cost-effective use of resources; and to identify and monitor targets to judge the success of its strategy.

Objective 7

To drive the policy debate as a champion for transport, and in particular public transport; and to raise awareness of the role of local government in transport.

1.2.2 The relationship of the core aim and objectives to the development of the Sewta strategy is shown in Figure 1.1.

1.3 Policy Context

National Policy

1.3.1 *A New Deal for Transport: Better for Everyone*, created a step change in the approach to improving transport, by focussing on 5 key objectives: accessibility, economy, environment, integration and safety.

1.3.2 In Wales, Transport Grant is the mechanism that assists local authorities in taking forward the Welsh Assembly Government's transport objective, of developing an integrated and accessible transport system that supports a growing economy. In line with *Wales: A Better Country*, this objective facilitates their three guiding principles of:

- sustainable development;
- tackling social disadvantage; and
- promoting equal opportunities.

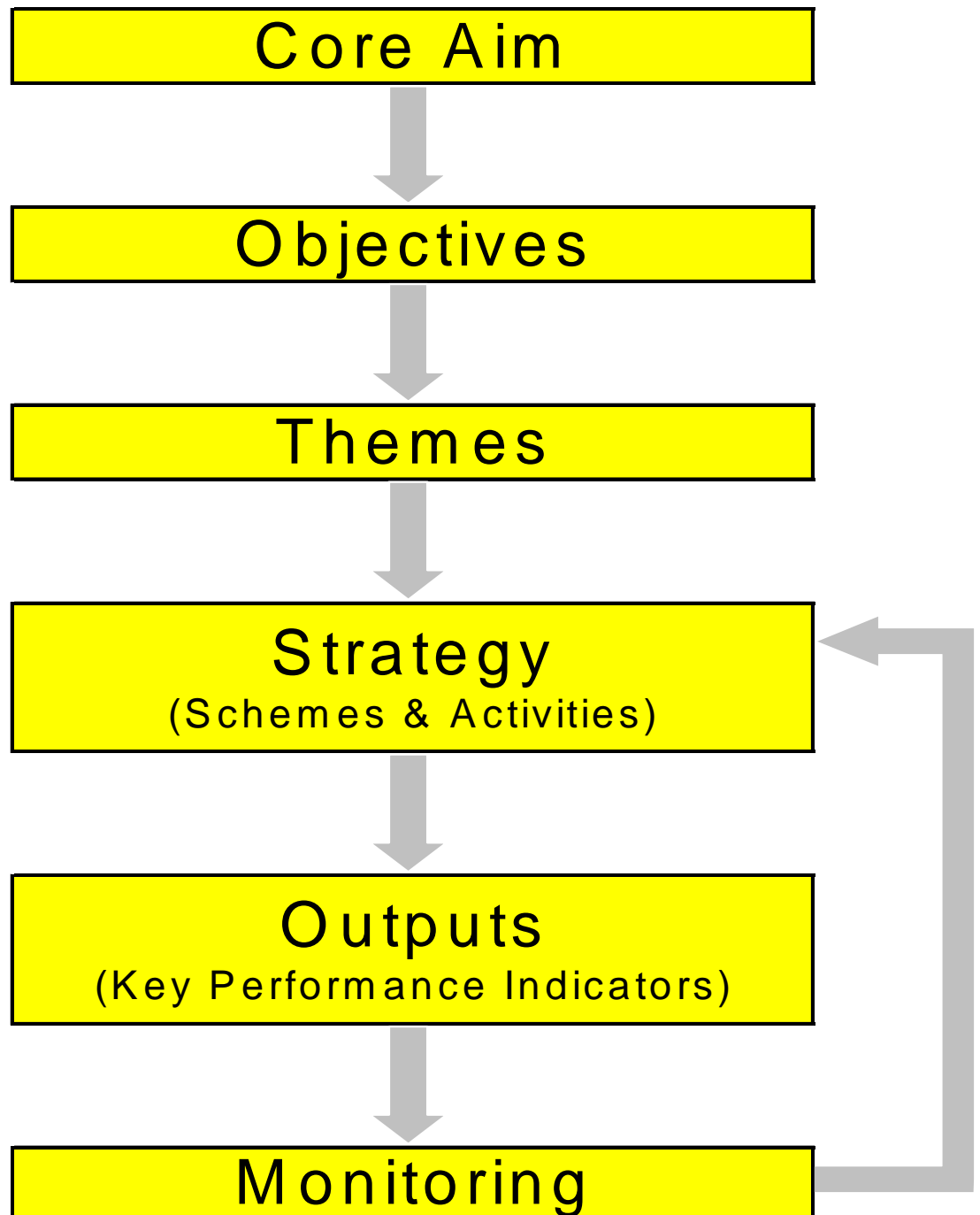
1.3.3 Sewta developed its objectives within this wider context of the Welsh Assembly's aims, thus ensuring effective links between the aspirations of both organisations.

- 1.3.4 The Welsh policy context is currently changing and it is the intention of the Welsh Assembly Government to develop the Wales Spatial Plan with its accompanying Wales Transport Strategy, thus requiring Sewta to re-examine its regional approach. This is discussed fully later in this submission.
- 1.3.5 The proposal to replace this Transport Grant submission with a wider Regional Transport Plan in future years will also present a challenge to Sewta.

Regional Policy

- 1.3.6 Sewta has developed a fully costed Regional Public Transport Strategy, identifying the contribution that various improvements to public transport services and infrastructure can make towards providing a realistic alternative to the private car, within the context of the wider policy agendas, including community, health, education, social inclusion, economic development and environment.
- 1.3.7 Sewta is currently updating its strategy, and has recently commissioned new regional bus and rail strategies to build upon the existing programme and provide a comprehensive framework for the future improvement of public transport. This bid is submitted within this context.

Figure 1.1: The Sewta Strategy Process



2. STRATEGY

2.1 Aims and Objectives

- 2.1.1 The Core Aim of Sewta, 'Working for better co-ordinated and more effective transport for people and businesses in South East Wales', reflects the recognition that transport continues to have a vital role to play in daily life. General and targeted improvements in integrated transport and, as far as Sewta's direct role is concerned, public transport, are needed in order to influence modal shift, meet economic needs and address social exclusion issues. Sewta will meet these needs by a programme including infrastructure and service enhancements, supported by improvements in interchange, information and ticketing.
- 2.1.2 Sewta also recognises that the major influences on demand for public transport are related to cost (relative to private transport) and land use issues. These in turn are strongly affected by the resources available for public transport. Sewta will be closely involved in the discussions and decision making which influence these factors. Thus service and infrastructure improvements will be delivered in parallel with influencing cost, land-use and resource issues to ensure that public transport can play a full part in the overall provision of transport.
- 2.1.3 Sewta is developing its objectives through a range of plans and initiatives. In order to deliver on the Core Aim, the first step has been the adoption by Sewta of a constitution which reflects the need to work in partnership as set out in Objective 1 and the invitation onto the Sewta Board of representatives of operators and users. Sewta has also strengthened its relationship with the Welsh Assembly Government, instituting regular liaison at both political and officer levels. Sewta is also looking at ways to gauge public reaction to its activities within its communications and public affairs and monitoring strategies.
- 2.1.4 To influence modal choice as set out in Objective 2, the fundamental aim is to achieve across the board improvements in the quality, frequency and reliability of public transport, together with supporting enhancements to information, interchange and all aspects of public transport which affect that choice. The majority of capital schemes being pursued by Sewta are aimed at delivering these changes, for example, improvements to the bus and rail infrastructure linked to new or better services, new and improved interchanges and Park & Ride schemes. In most cases these enhancements are related to peak period commuter movements into Cardiff and Newport, but Sewta also recognises the need for east-west and cross-valley improvements where appropriate, and for social inclusion issues to be addressed.
- 2.1.5 Within Objective 2 the need for appropriate supporting policies is recognised. Mode choice is influenced by cost considerations as well as convenience and availability. Relative costs (both direct and generalised) are affected by bus and rail fares and by all aspects of private transport costs. In view of the resource implications there are unlikely

to be further major initiatives in reducing fares to match the free travel for senior citizens already introduced, but Sewta will seek to influence costs in favour of public transport wherever this is realistic. Parking costs and availability, Park & Ride facilities and, potentially, congestion charging are important aspects of this.

- 2.1.6 Sewta also recognises the need for targeted improvements to public transport for the purposes of economic regeneration. Previous studies have shown that improved transport links between areas of high unemployment in the Cardiff and Gwent Valleys and Cardiff and the Vale of Glamorgan could have a significant impact in enabling people to find employment. This is the basis for Objective 1 funding applications, and will be monitored as the relevant rail and bus improvements are delivered.
- 2.1.7 Thus, Objective 3 links economic and land use planning. As well as improvements to services to remedy the current mismatch between where people live and where there is employment, Sewta is seeking to influence future developments by its involvement with the Wales Spatial Plan, the Welsh Transport Strategy required by the Transport Wales Bill, and the new form of Local Transport Plan being proposed by the Welsh Assembly Government. Sewta will also seek involvement in project-based activity, like the Heads of the Valleys Project. Sewta also recognises that plans for adjoining areas can have a material effect on its transport network, and is thus involved in the Greater Bristol Strategic Transport Study. In order to influence land development to make the necessary provision for public transport, it is necessary to ensure that not only do the options to be followed maximise public transport potential, but also make physical provision and ensure that funding is delivered. Developer contributions are an important part of this, but there are other major resource issues.
- 2.1.8 Social inclusion is an area in which Sewta will be increasingly involved with accessibility modelling forming a part of this, and appropriate changes to services will be developed as the work proceeds. Sewta will develop measures of sustainability relevant to all its activities, and in particular will support efforts to establish long term funding sources for transport. All Sewta schemes will apply high standards of safety in their preparation and delivery.
- 2.1.9 Objective 5 sets out the need to increase the resources available for transport in Wales, and the share available for South East Wales. Whilst recognising that all areas of Wales have problems of social exclusion which public transport has a role in addressing, Sewta considers that South East Wales has significant problems of congestion with economic impacts which need major investment in order to increase capacity at a sub-regional level, and that these problems are on a much more significant scale than elsewhere in Wales. To address this, not only do major improvements need to be delivered to both road and public transport, but also the proportion of resources devoted to South East Wales needs to reflect this.
- 2.1.10 However, it is unlikely that even so, sufficient resources will be forthcoming from Transport Grant, and it will be necessary to develop new sources of funding. The Cardiff Transport Partnership, on which Sewta is represented, is a significant initiative in

developing these resources, looking at road user charging to fund major road and public transport improvements. The effect of this on relative public and private transport costs will also have a potential benefit on mode choice decisions. Sewta will also be commissioning work to investigate potential sources of additional income.

2.1.11 The pursuit of common standards for transport across South East Wales (Objective 6) involves both a common approach to the way in which services are delivered and also applying common standards to the product delivered to the public. The success of free travel for senior citizens demonstrates the benefit of a common approach. Bus stop information, Quality Bus Partnerships and the Welsh Assembly "Kitemark" will further develop a consistent quality of service across the area. These programmes and initiatives will be closely monitored with regard to delivery and effectiveness.

2.1.12 Sewta wants to include the public at large in its work. Thus, it is developing a comprehensive communications strategy to ensure public awareness of its actions, including the publication of its Business Plan and Annual Report of Stewardship. A Sewta web site will shortly be commissioned. This is the first stage in developing a voice for Sewta, which will then be able to engage in future debates on the role, development and funding of public transport.

2.2 Achieving the Strategy Objectives

2.2.1 The achievement of the objectives will only be realised through the schemes and activities that Sewta pursues. To this end, the key themes associated with the strategy objectives and the associated activities have been defined (Table 2.1).

2.3 Measuring Strategy Performance

2.3.1 Consultants were commissioned by Sewta to recommend a suitable strategy for measuring the success of its schemes and activities, and relate these to the strategy objectives.

2.3.2 A two-fold approach was recommended

- 1) Key Performance Indicators (KPI) - for the quantitative assessment of the progress that Sewta is making; and
- 2) Annual Stewardship Report - for assessing more qualitative or 'soft' issues

Table 2.1 - Defining the Strategy

Objective	Theme	Activity
Objective 1: To work in partnership with the people and with organisations with a stake in transport in South East Wales.	Consultation	<ul style="list-style-type: none"> Public Consultation Stakeholder consultation
	Partnership	<ul style="list-style-type: none"> Bus Quality Partnerships Sewta board Member workshops
	Supporting transport groups	<ul style="list-style-type: none"> Transport user group forums
Objective 2: To co-ordinate the delivery of an integrated transport strategy for South East Wales, seeking to influence the modal choice through an appropriate mix of transport projects and supporting policies in transport and related fields.	Restraining private car use	<ul style="list-style-type: none"> Parking restrictions Road user charging Re-allocation of road space
	Promoting use of public transport	<ul style="list-style-type: none"> Passenger transport information Quality Bus Partnerships
	Road/Rail freight transfer	<ul style="list-style-type: none"> Land use policies Rail capacity enhancements
	Co-ordination of schemes and policies	<ul style="list-style-type: none"> Ticketing Interchange Park & Ride Policy (inc. cycling & walking)
Objective 3: To promote the essential role of transport in economic and land use planning, and to influence land development to make the necessary provision for transport, and in particular public transport.	Land-use planning	<ul style="list-style-type: none"> Development control Developer contributions
	Facilitating economic development	<ul style="list-style-type: none"> Development of strategic transport nodes/corridors Links with economic forum Urban regeneration schemes Freight
	Reducing need to travel	<ul style="list-style-type: none"> Integration of land-use and transport
Objective 4: To ensure that full account is taken of safety, sustainability and social inclusion in transport plans and schemes.	Safety	<ul style="list-style-type: none"> Personal security measures at interchanges Vehicle and driver standards
	Sustainability	<ul style="list-style-type: none"> Travel plans Cycling and walking Noise and air pollution
	Social inclusion	<ul style="list-style-type: none"> Accessibility Equality of access
Objective 5: To seek to increase the resources for transport for Wales, and to maximise the share availability for South East Wales.	Maximise funding from EU & WAG	<ul style="list-style-type: none"> Transport Grant ERDF/ESF
	Maximise Local Authority resources	<ul style="list-style-type: none"> Skills Human resources
	Maximise revenue funding	<ul style="list-style-type: none"> Developer contributions Stakeholders Other
	Maximise capital funding	<ul style="list-style-type: none"> LTP Developer contributions Other
Objective 6: To pursue common standards for transport across the whole of South East Wales based on best practice; to seek cost-effective use of resources; and to identify and monitor targets to judge the success of its strategy.	Common standards	<ul style="list-style-type: none"> Vehicles, infrastructure, information, accessibility Equality Social inclusion
	Monitoring	<ul style="list-style-type: none"> Targets Performance indicators
	Best Practice	<ul style="list-style-type: none"> Sharing information
Objective 7: To drive the policy debate as a champion for transport, and in particular public transport; and to raise awareness of the role of local government in transport.	Participation	<ul style="list-style-type: none"> Regional policy issues National policy
	Campaigning	<ul style="list-style-type: none"> Media contact
	Public Awareness	<ul style="list-style-type: none"> Branding Media

- 2.3.3 For capital schemes (i.e. Transport Grant funded projects), KPIs are the most effective measurement tool, and it is these that will be expanded upon in this bid.
- 2.3.4 Sewta has agreed that the following KPIs will be used in the evaluation of its strategy delivery.
- i) Public transport patronage
 - ii) Mode share
 - iii) Accessibility
 - iv) Reliability
 - v) Journey times
 - vi) Safety
 - vii) Public perceptions.
- 2.3.5 Unfortunately there have been technical difficulties in identifying a budget for the monitoring programme in 2005/06, but additional Welsh Assembly funding has now been secured and the monitoring work will be put in place.

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3. OPPORTUNITIES AND CHALLENGES

3.1 Introduction

3.1.1 The Sewta Business Plan 2005/06 contains a detailed analysis of the opportunities and constraints currently facing Sewta. These include:

- Statutory
 - Wales Spatial Plan
 - The Railways Act 2005
 - The Transport (Wales) Bill
- Institutional
 - Heads of the Valleys Project
 - Interface with other organisations
- Resources
 - Sewta resources and structure
 - Transport Review, December 2004
 - Transport Grant
 - Objective 1 and EU funding

3.2 Statutory

3.2.1 The Planning and Compulsory Purchase Act 2004 sets out key changes to the planning system, including recognition of the statutory role of the Wales Spatial Plan (WSP).

3.2.2 The WSP will create the development framework for the next twenty years, looking at all aspects of life in Wales including; economic development, housing, land use, education, health and the environment. The Welsh Assembly Government has said that it intends to use the Plan to influence public spending, and as transport underpins most of the WSP's ambitions, transport will require increased expenditure over the Plan period if its objectives are to be met.

3.2.3 Sewta will therefore need to be at the centre of the process of creating the mechanisms for the delivery of the WSP in South East Wales. It is clear that highway improvements will play a part in delivering the WSP. The possibility of Sewta expanding its remit to include highway schemes will therefore need to be considered in conjunction with WAG, the Sewta authorities and their partners.

3.2.4 The Railways Act 2005 marks a significant transfer of powers to the Welsh Assembly Government, including the responsibility for the funding and specification of rail services within and bordering Wales, as well as fare levels. This decentralisation of power will enable Welsh issues to be considered and assessed locally, and speed up the decision making process. Sewta will work to maximise the benefit of these changes for South East Wales.

- 3.2.5 The Transport (Wales) Bill would have marked a further transfer of powers to the Welsh Assembly to enable them to develop and implement a safe, integrated, efficient and economic transport system for Wales. The bill proposed to place on the Assembly: a general transport duty; a requirement to prepare and publish a Welsh Transport Strategy; the power to enable local authority functions (including the requirement to produce Local Authority Bus Strategies) to be considered on a joint or regional basis; and powers to secure the provision of public transport services that would otherwise not be met.
- 3.2.6 As the Bill is not likely to become law until early 2006, Sewta and the Welsh Assembly Government are working together to clarify the issues that are addressed within the legislation and, in particular, the timetable for the next generation of Local Transport Plans including the relationship between these plans and the Welsh Transport Strategy.

3.3 Institutional

- 3.3.1 The Minister for Economic Development and Transport is taking direct responsibility for implementing the principles of the Wales Spatial Plan in the Heads of the Valleys. To this end a new form of joint working mechanism involving all interested parties, from both the public and private sector is being established, with Sewta playing a pivotal role in the development of the strategy.
- 3.3.2 Sewta contributes to the development of other plans and policies that affect transport in South East Wales. Thus, it is in dialogue with the South East Wales Economic Forum about its draft economic strategy, and with the Strategic Planning Group, with which it wishes to strengthen its ties in the context of the development of the Wales Spatial Plan.
- 3.3.3 Sewta also works closely with the partnership bodies that were created to develop transport solutions in both Cardiff and Newport, and with the consultants undertaking the Greater Bristol Strategic Transport Study. It is also looking for opportunities to coordinate further its activities with the other three Welsh regional transport consortia.

3.4 Resources

- 3.4.1 Sewta is beginning to make significant progress in delivering its transport agenda and therefore believes that the current working arrangements are working efficiently and effectively. Sewta thus considers that a further shake-up in responsibilities and administrative arrangements would be detrimental to transport in the region.
- 3.4.2 At the same time, however, Sewta is experiencing resource constraints, which is limiting progress in some areas. The revenue funding provided by the Welsh Assembly (£180,000 in 2005/06) is used to provide the support services of Sewta, including the Secretariat, ongoing communications activities (including the formulation and maintenance of a dedicated Sewta website), and continuing work on raising the profile of Sewta and its integrated transport agenda.

- 3.4.3 Some two thirds of the revenue funding is spent on the Secretariat, which provides the administrative and support mechanisms to the organisation, as well as a measure of technical assistance. However most of the technical work still relies on officers of the constituent authorities, and this work is only one aspect of the commitment of those officers. A recent investigation revealed that over fifty local authority planning and transport officers were involved to a greater or lesser degree in Sewta work.
- 3.4.4 The Sewta workload has begun to expand in a material way: in particular the input now necessary in the field of transport planning. In many cases this commitment is a departure for the local authorities, and is straining the resources available both from the authorities and within the Secretariat. Sewta has therefore started discussions with WAG about this situation, and how the resources can be enhanced.
- 3.4.5 In December 2004, the Welsh Assembly Government announced an £8 billion, 15-year programme of transport improvements – many of which will improve transport within South East Wales.
- 3.4.6 Sewta welcomes this investment in public transport; however, the implications for longer term policy and public transport schemes arising from the series of major highway improvements being taken forward needs consideration.
- 3.4.7 The Welsh Assembly embargo on new Transport Grant schemes remains in place for bids being submitted for funding in 2006/07 (with the exception of Safe Routes to School schemes which do not currently fall under the remit of Sewta). Therefore, limited scope exists to progress Sewta's remaining aspirations until the 2007/08 financial year at the earliest. Sewta will use the current financial year to develop robust rail and bus strategies, in preparation for when new bids are invited.
- 3.4.8 Blaenau Gwent, Bridgend, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen County Borough Councils qualify for ERDF Objective 1 status – the EU's highest level of regional aid. The scope of Objective 1 funding is very broad and measures to improve Accessibility and Transport are eligible for funding.
- 3.4.9 As a result, the Ebbw Valley Railway project has been awarded £7.5 million of Objective 1 funding (as well as £7 million from the Steelworks Regeneration Fund) and £1 million of Objective 1 funding has been awarded for improvements to Cwmbran Interchange. In addition, the Welsh European Funding Office is currently considering a bid of £10.3 million towards the major infrastructure works on the Cardiff Valley Lines. Securing this funding will lead to an acceleration of the other elements of the programme by releasing the Transport Grant funding that would otherwise be required for these schemes.

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4. IMPLEMENTING THE STRATEGY

4.1 Background

- 4.1.1 For each scheme in the programme, as well as for the other activities undertaken by Sewta, the contribution to the Key Performance Indicators (KPI) has been identified. Table 4.1 shows the contribution of the capital schemes.
- 4.1.2 Whilst the contribution towards the KPIs depends on each scheme's constituent parts and the detailed aspects of the design, certain trends in meeting the KPIs can be identified. In addition, there are certain KPIs that are associated with all capital schemes, namely increases in patronage, public transport modal share and public perceptions.
- 4.1.3 For simplicity, the key projects identified within each category are listed in alphabetical order.

4.2 Rail

Key Projects	Authority
Brackla Park & Ride Railway Station	Bridgend
Cardiff Valley Lines Platform Extensions	Bridgend, Caerphilly, Cardiff, RCT, Vale of Glamorgan
Ebbw Valley Railway	Blaenau Gwent, Caerphilly, Newport
Energlyn Railway Station	Caerphilly
Llanharan Station	RCT
Maesteg Line Frequency Enhancements	Bridgend
Rhymney Valley Line Frequency Enhancements	Caerphilly
Taff Vale North Frequency Enhancements	Merthyr Tydfil, RCT
Vale of Glamorgan Line	Bridgend, Vale of Glamorgan

- 4.2.1 The rail schemes in the Sewta programme include new railway lines, new railway stations, platform lengthening to accommodate longer trains, (thus increasing passenger capacity), and network capacity improvements to reduce congestion and/or allow for frequency enhancements.
- 4.2.2 All of the rail schemes have the primary aim of increasing rail *patronage*, as well as providing a reliable and fast public transport alternative to the private car, thereby contributing towards *modal shift*.
- 4.2.3 The provision of a new station in a locality significantly contributes to its *accessibility* rating, particularly where journeys can be made to major employment, retail and leisure destinations. The geographical scope of this profile can be expanded through the use of complementary measures, such as maximising opportunities for interchange with local bus services as well as the provision of Park & Ride facilities at railway stations. The latter can be particularly influential as *journey times* by rail are often significantly shorter than the same journey undertaken by car, particularly in the peak hours. Rail schemes

Table 4.1 The Schemes and their contribution to the Key Performance Indicators

Scheme Type	Scheme Description	UA	Key Performance Indicators					
			(i) Patronage	(ii) Mode Share	(iii) Accessibility	(iv) Reliability	(v) Journey Times	(vi) Safety
Rail								
	Ebbw Valley Railway (M-03)	BG C N	✓	✓	✓			
	Llanharan Station	RCT	✓	✓	✓			
	Maesteg Line Package (inc. Brackla Station)	B	✓	✓	✓	✓	✓	
	Queen Street Station Capacity Enhancement	CC	✓	✓	✓			✓
	Rhymney Valley Line (including Energlyn station)	C	✓	✓	✓			✓
	Taff Vale North	RCT MT	✓	✓	✓			✓
	Vale of Glamorgan Line	V B	✓	✓	✓			
Bus Priority Schemes								
	A469 Bus and Cycling Improvements	CC	✓	✓	✓	✓	✓	✓
	A470 Bus Corridor Improvements	CC	✓	✓	✓	✓	✓	✓
	Bridgend Bus Priority Measures	B	✓	✓	✓	✓	✓	
	Cardiff Road Bus Prioritisation and Merrie Harrier Junction	V	✓	✓	✓	✓	✓	✓
	Cardiff City Centre Bus Routeing	CC	✓	✓	✓	✓	✓	
	Intelligent Bus Priority & Real Time Passenger Information (S-03)	M N	✓	✓	✓	✓	✓	
	Western Corridor, Cardiff	CC	✓	✓	✓	✓	✓	
Interchanges								
	Abergavenny Interchange (Q-03)	M	✓	✓	✓			
	Barry Central Station	V	✓	✓	✓			
	Blackwood Interchange & Quality Bus Network (R-03)	C	✓	✓	✓			✓
	Bridgend Bus Station and Link Road	B	✓	✓	✓	✓	✓	✓
	Bridgend Transport Interchange	B	✓	✓	✓			
	Cwmbran Interchange & Quality Bus Network (P-03)	T	✓	✓	✓			✓
	Merthyr Tydfil Integrated Transport Facility	MT	✓	✓	✓			
	Pontypool & New Inn Interchange	T	✓	✓	✓			✓
	Porth Bus/Rail Interchange	RCT	✓	✓	✓			
	Severn Tunnel Junction Interchange (T-03)	M	✓	✓	✓			✓
Park and Ride								
	Caerphilly Station Strategic Park and Ride Access Road	C	✓	✓	✓			✓
	Llanbradach Strategic Park and Ride	C	✓	✓	✓			
	(Pentrebach) Park and Ride	MT	✓	✓	✓			

Scheme Type	Scheme Description	UA	Key Performance Indicators					
			(i) Patronage	(ii) Mode Share	(iii) Accessibility	(iv) Reliability	(v) Journey Times	(vi) Safety
Accessing the Network								
	Ebbw Vale, Abertillery & Tredegar Quality Bus Networks (U-03)	BG	✓	✓	✓			✓
	Merthyr Tydfil Bus Stop Enhancements (DDA)	MT	✓	✓	✓			
	Monmouth Strategic Bus Corridors & Interchange Improvements (N-03)	M	✓	✓	✓			✓
	Pontypool, Trevethin Blaenavon Quality Bus Networks (W-03)	T	✓	✓	✓			✓
	Risca & Newbridge Quality Bus Networks (X-03)	C	✓	✓	✓			✓
Information								
	Smartcards	C	✓	✓			✓	✓

KEY

BG Blaenau Gwent
B Bridgend
C Caerphilly
CC Cardiff
M Monmouthshire

MT Merthyr Tydfil
N Newport
RCT Rhondda Cynon Taf
T Torfaen
V Vale of Glamorgan

also improve *accessibility* for people with mobility impairments as the designs maximise the ease of use by all.

- 4.2.4 Where network capacity improvements are undertaken, greater operational flexibility is introduced and the potential for congestion is reduced, contributing to service *reliability* improvements. In addition, the physical presence of each scheme enhances the *public's perception* of public transport, by demonstrating commitment to investing in and improving public transport.

Objectives Achieved (Refer Ch 1) 1, 2, 3, 4, 5, 6, 7

4.3 Bus Priority Schemes

Key Projects	Authority
A469 Bus and Cycling Improvements	Cardiff
A470 Bus Corridor Improvements	Cardiff
Bridgend Bus Priority Measures	Bridgend
Cardiff City Centre Bus Routing	Cardiff
Cardiff Road Bus Prioritisation & Merrie Harrier Junction	Vale of Glamorgan
Intelligent Bus Priority	Monmouthshire, Newport
Western Corridor Improvements	Cardiff

- 4.3.1 The bus priority schemes focus on re-allocating road space through the provision of bus lanes and bus gates, the provision of junction priority measures using measures such as advanced stop lines and selective vehicle detection to give buses priority at congested junctions, as well as general engineering works to relieve pinch-points on the highway network which impede the free flow of buses and using build-outs to assist buses in rejoining the traffic flow after pulling over to allow passengers to board and alight.
- 4.3.2 Bus priority measures contribute to improving bus *journey times* as well as improving the *reliability* of buses by minimising the impact of general traffic congestion on the highway network.
- 4.3.3 Bus gates can be particularly effective at reducing *journey times* by providing shorter routes and direct access into central areas. The latter, in particular, meets the needs of the travelling public by allowing them to be as close as possible to their desired destination, thereby improving *accessibility* and the *public's perception* of public transport.
- 4.3.4 By taking positive measures to ensure the free flow of buses, the *public's perception* of public transport is improved further as it provides a clear indication that journeys by bus are competitive with those by private car. This is particularly noticeable where buses can bypass queuing cars. Such psychological advantage contributes to *modal shift*.

4.3.5 Bus priority measures are usually introduced on a corridor basis and amalgamated with complementary measures to enhance opportunities for walking and cycling, thus improving *accessibility*, as well as improving highway *safety* through complementary engineering measures.

Objectives Achieved (Refer Ch 1) 1, 2, 3, 4, 5, 6, 7

4.4 Interchanges

Key Projects	Authority
Abergavenny Railway Station	Monmouthshire
Barry Central Station	Vale of Glamorgan
Blackwood Bus Station	Caerphilly
Bridgend Transport Interchange	Bridgend
Cwmbran Railway Station	Torfaen
Merthyr Tydfil Integrated Transport Facility	Merthyr Tydfil
Monmouth Bus Station	Monmouthshire
Pontypool & New Inn	Torfaen
Porth Bus/Rail Interchange	RCT
Severn Tunnel Junction Railway Station	Monmouthshire

4.4.1 For many journeys by public transport, interchanges are an important part of the travelling experience and it is essential that they meet the needs of the public.

4.4.2 There are many aspects to interchange, and it is essential that all modes seamlessly interconnect whether they be bus, rail, car, taxi, cycling or walking.

4.4.3 As well as providing for seamless interchange between modes, the schemes focus on improving *access*, *safety* (i.e. CCTV, improved lighting, improving natural surveillance), and enhancing waiting facilities (including the provision of improved information, toilets, operator facilities, cafes etc.) all of which contribute to improving the journey experience, thereby improving the *public's perception* of public transport, as well as increasing *patronage* and contributing towards *modal shift*.

4.4.4 The design of interchanges is important and high quality design, along with the use of quality materials, provides a focal point in the community that contributes to regeneration objectives, as well as further contributing to the *public's perception* of public transport. This has been particularly noticeable at recently completed schemes including Pontypridd bus station and Caerphilly interchange improvements.

Objectives Achieved (Refer Ch 1) 1, 2, 3, 4, 5, 6, 7

4.5 Park & Ride

Key Projects	Authority
Abercynon	RCT
Caerphilly	Caerphilly
Llanbradach	Caerphilly
Pentrebach	Merthyr Tydfil

4.5.1 Park & Ride is a sub category of interchange schemes that focus primarily on the interchange between cars and public transport. Park & Ride schemes therefore contribute to the same KPIs as the interchange improvements.

4.5.2 Park & Ride is primarily associated with attracting car trips to public transport for part of a journey to a destination – usually a congested part of the network or where parking charges are high. This extraction of car drivers to public transport means that the contribution towards *modal shift* can be significant.

Objectives Achieved (Refer Ch 1) 1, 2, 3, 4, 5, 6, 7

4.6 Accessing the Network

Key Projects	Authority
Blackwood Bus Stop Improvements	Caerphilly
Cwmbran Bus Stop Improvements	Torfaen
Ebbw Vale, Abertillery & Tredegar Bus Stop Improvements	Blaenau Gwent
Merthyr Tydfil Bus Stop Enhancements	Merthyr Tydfil
Pontypool, Trevechin & Blaenavon Bus Stop Improvements	Torfaen

4.6.1 The bus is the most penetrative public transport mode and most houses, businesses and leisure facilities in the region are in proximity of a bus stop. It is therefore essential that stops meet the needs of the travelling public.

4.6.2 This is achieved through the provision of:

- raised boarding platforms with tactile paving and the provision of crossing points with dropped kerbs thus ensuring access to the network is convenient and *safe*, particularly for mobility and sight impaired people;
- improved lighting (and at key stops the provision of a glazed shelter with internal illumination) thus enhancing personal *safety* and security and providing a comfortable waiting environment; and
- improved information through the provision of flag signs giving location, route numbers served, telephone enquiry number and provision for the display of timetable information.

4.6.3 Collectively, these measures contribute to increasing *patronage* and public transport *modal share* as well as enhancing the *public's perception* of public transport. The

improvements also give passengers the confidence that wherever on the network they wish to travel they will meet user-friendly standardised provision.

Objectives Achieved (Refer Ch 1) 1, 2, 4, 5, 6, 7

4.7 Information & Ticketing

Key Projects	Authority
Real Time Passenger Information	Monmouthshire, Newport
Smartcards	All

- 4.7.1 The provision of Smartcards throughout the Sewta region is the main initiative within this category. Initially Smartcards will be used for concessionary travel fare monitoring and reimbursement; however, subsequent phases will see enhanced functionality and the development and implementation of integrated ticketing products.
- 4.7.2 The provision of smartcards improves *journey times* by making boarding easier and faster. *Safety* is also improved as the need for cash handling is reduced, reducing the likelihood of driver assault.
- 4.7.3 In addition, the use of a modern and easy to use technology significantly improves the *public's perception* of public transport as a modern alternative to the private car, thus contributing to increases in *patronage* and *modal share*.

Objectives Achieved (Refer Ch 1) 1, 2, 4, 6

4.8 Other Activities

- 4.8.1 Apart from capital schemes, Sewta undertakes wide ranging activities that contribute to the objectives and outcomes it has defined. These activities and their contributions towards achieving the KPIs are shown in Table 4.2.
- 4.8.2 These activities and outcomes do not generally relate directly to capital works but to the 'softer' qualitative aspects of Sewta's work. Further information pertaining to their contribution to Sewta's objectives will be detailed in the Annual Report.

Table 4.2: Activities and their contribution to the Key Performance Indicators

Activity	Key Performance Indicators						
	(i) Patronage	(ii) Mode Share	(iii) Accessibility	(iv) Reliability	(v) Journey Times	(vi) Safety	(vii) Public Perceptions
Consultation	✓	✓	✓	✓	✓	✓	✓
Partnership Working	✓	✓	✓	✓	✓	✓	✓
Restraining Private Car Use	✓	✓		✓	✓	✓	
Promotion & Marketing	✓	✓					✓
Land Use Planning	✓	✓	✓				
Facilitating Economic Development	✓	✓	✓				
Maximising Safety	✓	✓	✓			✓	
Maximising Sustainability	✓	✓	✓				
Maximising Social Inclusion	✓	✓					
Resource Maximisation	✓	✓	✓	✓	✓	✓	✓
Pursuing Common Standards (Kitemark, QBPs etc.)	✓	✓	✓	✓	✓	✓	✓

5. WORKING GROUP PROGRAMMES

5.1 Background

5.1.1 Six main Working Groups have been set up to progress the day-to-day aspects of the Sewta programme. They are the Rail Working Group, Bus Working Group, Policy Working Group, Monitoring Working Group, Communications & Public Affairs Working Group and Finance Working Group.

5.2 Rail Working Group

5.2.1 The Rail Working Group has continued to implement its programme and develop the strategies that were previously being pursued by SWIFT and TIGER. The partners on the Group are Network Rail, Arriva Trains Wales, and the Rail Passengers Council.

5.2.2 The main work areas of the group are:

- Strategy Development
- New Passenger Lines and Stations
- Increased Service Levels
- Capacity and Linespeed Enhancements
- Station and Interchange Improvements

Strategy Development

5.2.3 Consultants have been commissioned to put in place a longer term rail strategy for the Sewta area, which will provide a comprehensive action plan for the entire region and will cover the life of the Wales and Borders franchise until 2018, further improving rail infrastructure and services in the area. It will take the full delivery of Sewta's recently published rail improvement programme – "Moving People – Improving Rail" as a given. Existing and ongoing studies, such as the Cardiff Rapid Transit Scoping Study, the Assembly's A470 / M4 Park and Ride Study and Network Rail's renewal of the Cardiff and Newport signalling panels are also being referenced.

5.2.4 The strategy will seek to maximise the contribution that rail can make to improving modal split in South East Wales. It will be based on a robust methodology, designed to provide and co-ordinate a programme of practical rail projects within an overarching strategic policy framework. The resulting strategy will be innovative but will gain its strength from a rigorous assessment, which will lead to a number of the aspirations being rejected during the development process. The study is expected to produce a prioritised list of realistic schemes from all known aspirations, focusing on those that demonstrate good value for money and are capable of forming the framework for rail development in Sewta beyond 2010.

5.2.5 Early findings from the study have been passed to the Network Rail team that is working on the Newport Area Signalling Infrastructure Renewal Scheme to ensure that Sewta will be able to buy in options to extend the project and provide future flexibility. The

development of such enhancements will need to be funded on the same basis as other projects within the region, which are being developed by means of the framework agreement between Network Rail and the Welsh Assembly Government. Discussions are therefore taking place on this basis.

- 5.2.6 Implementation of the new strategy is expected to commence in 2010 but in the interim, a number of technical studies will need to be pursued in conjunction with Network Rail, Arriva and other stakeholders to develop and refine the individual elements of the strategy and gain greater certainty of their cost, viability and timescales. This will ensure that there is continuity of delivery.

Park and Ride

- 5.2.7 Consultants have also been commissioned to examine the existing railway station park and ride sites within the Sewta area. An inventory is being compiled and the study will identify any low cost schemes that would increase capacity through measures, such as the re-marking of spaces or the replacement of embankments with retaining walls. The first draft of the report has identified 20 sites which may have the potential for small quick wins, ranging from limited expansion at eleven sites, improved disabled parking at nine sites, enhanced directional signing at ten sites, junction improvements at five sites, security improvements at five sites, drainage works at four sites, better lighting at three sites and for a common branding across the network to raise the profile of rail based park and ride.

New Passenger Lines and Stations

- 5.2.8 An hourly service on the Vale of Glamorgan Line commenced in June 2005, which links Cardiff and Bridgend via Barry with new stations at Llantwit Major and Rhoose (which is linked to Cardiff International Airport via a direct shuttle bus).
- 5.2.9 The Ebbw Valley Railway involves upgrading the former freight line to accommodate passenger services – initially from Ebbw Vale to Cardiff. The project also includes the provision of six new stations. Services are planned to commence on the Ebbw Valley line by early 2007.
- 5.2.10 In addition to the stations associated with the re-opening of the railway lines, new stations are also programmed at Brackla, Energlyn and Llanharan.

Increased Service Levels

- 5.2.11 Higher service levels are at the heart of the rail improvement programme, (Table 5.1), although in some cases, track and signalling improvements are necessary before the improved services can be provided.

Table 5.1 – Rail Frequency Enhancements

Route	Services per hour		
	Existing	Arriva Standard Pattern Timetable	Sewta Rail Improvement Programme
Barry and Penarth Lines			
Cardiff – Penarth	3	4	4
Cardiff – Barry	3	4	4
Cardiff Bay Line	4	4	4
City Line	1	2	2
Coryton Line	2	2	2
Ebbw Valley Line	0	1	2
Maesteg Line	1	1	2
Rhymney Valley Line			
Cardiff – Caerphilly	4	4	4
Caerphilly – Bargoed	2	4	4
Bargoed – Rhymney	1	1	2
Taff Vale Line			
Cardiff – Pontypridd	5	6	6
Pontypridd – Treherbert	2	2	2
Pontypridd – Aberdare	2	2	2
Pontypridd – Merthyr	1	1	2
Vale of Glamorgan Line	1	1	2

5.2.12 Table 5.1 shows that the Standard Pattern Timetable (SPT) moves significantly towards the Sewta Rail Improvement Programme. Even with the simpler to understand SPT, four trains per hour is the frequency at which passengers are prepared to “turn up and go”, without reference to a timetable. This frequency has been adopted for the core parts of the network. For other sections of route, a frequency of two trains per hour is regarded as the minimum. However, where routes combine, and the population is denser, higher frequencies will occur.

Capacity & Linespeed Enhancements

5.2.13 Within the region, capacity and line speed enhancements are being tackled on a route-by-route basis, and include:

- Aberdare Line Platform Extensions
- Cardiff Valley Lines Platform Extensions
- Cynon Valley Frequency Enhancements
- Maesteg Line Frequency Enhancements
- Pontypridd to Merthyr Frequency Enhancements
- Queen Street Capacity Enhancement
- Rhymney Valley Line Frequency Enhancements

5.2.14 The details of these schemes are identified in Chapter 7.

Station and Interchange Improvements

5.2.15 Improvements at stations play a central role in enhancing or providing the additional infrastructure necessary to maximise the public appeal of public transport in the Sewta region. At Abergavenny, Cwmbran, Queen Street (Cardiff) and Severn Tunnel Junction major improvements are focussing on the overall transport experience for passengers including:

- improved opportunities for interchange and integration between all modes including car, rail, bus, taxi, cycling and walking;
- equality of accessibility for mobility impaired people;
- the provision of waiting facilities and conditions commensurate with passenger expectations;
- the ability to deal with the increased throughput of passengers;
- up-to-date real time information;
- maximising personal security through capital works and detailed design to maximise natural surveillance.

5.2.16 A major scheme has been developed for the enhancement of Newport Station, including the re-instatement of platform 4 to accommodate 10 car trains. This scheme together with the re-signalling of the Newport Panel in 2008 is seen as a key part of the city's regeneration. The improvements to the station will include modern facilities, an enhanced concourse, increased car parking and improved integration between rail and other modes.

5.3 Bus Working Group

5.3.1 Within the terms of reference of the Bus Group development work is being carried out on a number of major topics. These include strategy development, the development of Quality Bus Partnerships (QBP), provision of information and publicity, projects to improve personal safety, improving accessibility and developing Smartcards.

Regional Bus Strategy

5.3.2 Consultants have been commissioned to prepare a Regional Bus Strategy to replace the current two Regional Bus Strategy documents adopted by the former SWIFT and TIGER in June 2003. The Strategy will address regional bus issues in a manner that is consistent with wider social, economic and environmental objectives that respect, promote and achieve the following hierarchy of requirements:

- Safe, attractive and reliable alternative to car use.
- Economic growth and prosperity.
- Social inclusion.

5.3.3 The consultants are due to report in November 2005.

Quality Bus Partnerships (QBP)

5.3.4 These are regarded as one of the priorities for the Bus Group. Sewta has agreed to progress statutory quality bus partnerships, though it has recognised that there could be certain cases where a voluntary QBP might provide the better solution. Two pilot schemes are being proposed, one in Cardiff and one in Newport. The Cardiff proposal is more advanced and the Cowbridge Road route has been identified for the pilot. The process to implement the scheme has commenced.

Accessibility Criteria

5.3.5 Accessibility to public transport is recognised as an important issue with regard to both social inclusion and modal shift. Some work on this was included in the RPTS, but it is evident that the approach, in terms of the criteria, methodology and application of the results varies significantly across the area. Discussions are being held with the Policy Working Group on developing a common standard and consistent regional framework.

Bus Related Crime

5.3.6 The Bus Working Group has concern that bus related crime has a low profile and often goes unreported. Part of the problem appears to be that police crime reduction targets do not reflect the reality of bus related incidents, and the Police do not specifically identify incidents as having a public transport connection. Various proposals are being pursued to bring about an improvement and provide a co-ordinated response to the problem.

- Engage with the Community Safety Partnerships to have public transport related crime as an area within the appropriate targets for crime reduction.
- Encourage all operators to adopt a unified reporting approach.
- Include public transport related crime in the overall Sewta monitoring activity.
- Seek, at the highest level, the engagement of the two police forces covering the Sewta area.

Smartcards

5.3.7 Within Sewta, Smartcards have been developed over a number of years, commencing with a pilot project funded by the Welsh Assembly Government and managed by Caerphilly. However Local Authorities and operators have been trying to introduce ITSO compliant systems without success, and there are now different schemes in different parts of the Wales, none of which operate satisfactorily.

5.3.8 A concern, particularly of operators, was that it is important to make early progress towards a fully functioning transport smartcard, with scope for commercial ticketing applications. The Welsh Assembly Government proposal to work towards an all-Wales citizens' card was accepted, but there were concerns that it should be linked to (and not delay progress on) the provision and operation of a smartcard for transport purposes.

5.3.9 The Welsh Assembly Government has held a meeting with the four Consortia and as a result of that meeting they are deliberating on what they can do to ensure all systems in Wales are ITSO compliant. As the Sewta case appears to be the most straightforward, it is likely to be addressed first.

Information Sub-Group

- 5.3.10 Information is regarded as a major subject in its own right. A standard display for use throughout the region has been agreed, which will standardise and improve the quality of information at bus stops. There are two formats, one mainly for urban areas, and one mainly for rural areas. However, at each site consideration would be given to the most appropriate format for that location.
- 5.3.11 Before the scheme can be implemented there are practical and funding problems that have to be resolved.

5.4 Policy Working Group

- 5.4.1 The Policy Working Group has been concentrating on a number of issues where sustainability and integration are particularly significant. In terms of the organisation of the Group, there are Sub-Groups dealing with Cycling and Walking, Local Transport Plans and Travel Plans.

Local Transport Plans

- 5.4.2 There is uncertainty at present over the replacement of the current Local Transport Plans (LTP), particularly the intentions of the Welsh Assembly Government with regard to the proposed Regional LTP, and its relationship with local LTPs.
- 5.4.3 The Board has authorised the setting up of an ad hoc group to liaise with the Welsh Assembly Government in preparing the Wales Transport Strategy, and one of the group's first tasks will be to prepare a report on the issues arising from the development of a regional LTP.
- 5.4.4 As the Transport (Wales) Bill failed to reach the Statute Book, this leaves the current requirement of local authorities to produce local transport plans unchanged. The Board approved the following recommendations:

'Sewta authorities be invited to discharge their statutory responsibility to produce a local transport plan, including a regional roads programme, by working together at a regional level to produce a plan they all share.'

"Sewta works with the Welsh Assembly Government and the Welsh Local Government Association on the production of the Wales Transport Strategy and on the guidance for the production of Regional Transport Plans."

Freight Strategy

- 5.4.5 The Policy Working Group has recognised that freight is becoming a major issue, and proposed a Freight Strategy Study, which would:
- Undertake research to establish who moves what and where, identify the land and infrastructure used/required, and formulate policies to promote rail freight.

- Consult and involve stakeholders fully in developing a rail promoting distribution strategy with a view to establishing a freight quality partnership.
- Plan for rail by safeguarding strategic sites for future development of freight interchanges and being fully involved with changes to legislation.
- Develop an action plan with clear, achievable, but ambitious targets.
- Promote the message and raise standards.
- Help with securing funding.

5.4.6 Both the Freight Transport Association and SWWITCH have made clear their wish to be actively involved in this study. At the same time, however, the Welsh Assembly Government had been thinking along similar lines and has now proposed an all-Wales examination of the issues. Sewta is involved in the discussions to this end.

Policy Model

5.4.7 The Policy Working Group is investigating the development of a regional transportation policy model, and a study has been undertaken to:

- Look at present resources and policy requirements.
- Look at what models were available and their capabilities.

5.4.8 This study has reported and recommended two models for further evaluation. It concludes that there could be clear benefits for Sewta to develop a model, including; aiding decision-making, raising the Sewta profile and allowing more robust reporting.

Cycling and Walking

5.4.9 The Regional Walking and Cycling Strategy (2001), currently being updated to reflect the considerable progress already made, changing priorities, and the new objectives of Sewta, forms an integral part of the Alliance's regional transportation strategy. The Walking and Cycling Sub-Group manages the Sewta cycling programme and co-ordinates the delivery of the five remaining scheme programmes across the Sewta region, which continue to have Transport Grant support. We are currently in the final year of the original three-year programme and the indicative financial allocation, which has been given for 2006-07, will greatly assist the drive to complete all the remaining schemes.

5.4.10 It is hoped that, despite this programme coming to an end, there will be future opportunities for further Transport Grant bids to be made to help deliver Sewta's ambitious walking and cycling programme. With the Walking and Cycling Group's established collaborative working with Sustrans Cymru and synergy with the Welsh Assembly Government's "Walking and Cycling Strategy for Wales" there remain exciting future possibilities and a great deal of work to be done to help deliver better integrated transport across the region.

Travel Plans

5.4.11 Sewta has direct responsibility for the management of the two travel plan co-ordinator posts funded through the Assembly, and they work as a team covering the whole Sewta area. Two Travel Plan pilot projects have been put in place; one for the Office of

National Statistics and Patent Office in Newport, and the other for Llandough Hospital, in the Vale of Glamorgan and these have proved successful.

5.4.12 The Travel Plans Sub-Group has developed a Sewta branded regional car-share database that will assist in reducing car use, particularly in conjunction with the Sewta branded car based regional "Park and Share" strategy, which is currently being developed. Opportunities for synergy with schemes already operating in Bristol and Gloucestershire are being explored.

5.5 Monitoring Working Group

5.5.1 The Monitoring Working Group is putting in place a two-stage process to progress their work. The first stage was to advise on a programme / cost to deliver the required monitoring regime. The second stage is the commissioning of consultants to carry out the annual programme of monitoring and produce an annual report for Sewta.

5.5.2 The first stage report recommended nine key performance indicators (KPIs). The Monitoring Working Group has responsibility for putting in place monitoring procedures for five of these:

- KPIs 2/3. Public Transport Patronage and Mode Share
- KPIs 6/7. Reliability and Journey Times
- KPI 9. Residents' Transport Opinion Survey

5.5.3 Monitoring of the other KPIs (that deal with funding, bus stop information, and accessibility analysis) will be dealt with by the relevant working groups.

5.5.4 The detailed work required to proceed to the implementation of the KPI monitoring proposals has been completed; however, unfortunately there have been technical difficulties in identifying a budget for the monitoring programme in 2005/06, but additional Welsh Assembly funding has now been secured and the monitoring work will be put in place.

5.5.5 Once the monitoring procedures are in place it is intended that this working group will cease to operate independently, and become a sub group of the Policy Working Group.

5.6 Communications & Public Affairs Working Group

5.6.1 The Communications & Public Affairs Working Group is responsible for promoting and communicating the activities and achievements of Sewta within the region and beyond, and acting for the local authorities in responding to transport issues raised in consultation exercises, or otherwise, including references in or by the media. It also has a remit to ensure that clear protocols are established within the organisation for both internal and external communications. A consultant has been commissioned to assist with this work and the group is responsible for the management of the consultant's activities.

- 5.6.2 A web site has been set up covering all Sewta activities, and allowing public access to Board meeting minutes, and restricted access to minutes of Working Group meetings. The site also carries a direct link to the car share database.
- 5.6.3 The Working Group organised a successful conference on Women’s Transport Issues which was attended by representatives from a wide range of organisations, and which received excellent press coverage. Equipment has been purchased that will allow Sewta to have a recognisable presence at conferences, exhibitions and similar events.

5.7 Finance Group

- 5.7.1 The Finance Group is responsible for all aspects of Sewta expenditure, and monitors the revenue and capital budgets, corporate studies and Transport Grant bids/allocations.
- 5.7.2 All proposals with funding implications are put before the Finance Group before going to the Directorate and Board, including the commissioning of consultants. Any substantial changes to the budget are reported to the Group to enable re-programming of funds where necessary. The Group also receives reports on the progress with Objective 1 funding and expenditure.
- 5.7.3 The Finance Group meets quarterly, preparing revenue and capital budgets for the current and following year. It reports regularly to the Sewta Directorate, providing up-to-date monitoring of all expenditure.
- 5.7.4 A project management system that will monitor expenditure on individual transport grant schemes is being put in place in 2005/06. While delivery of the schemes lies primarily with each local authority, the system will give a clearer understanding of the overall picture of expenditure across south east Wales and provide tighter budget management control. The system will also include a monitoring regime for each scheme based on outputs and outcomes.

5.8 Working Group Summary

Working Group	Objectives Achieved (See Ch 1)	KPI contributed towards (See Ch2)
Rail	1, 2, 3, 4, 6, 7	i, ii, iii, iv, v, vi, vii
Bus	1, 2, 3, 4, 6, 7	i, ii, iii, iv, v, vi, vii
Transport Policy	1, 2, 3, 4, 6, 7	i, ii, iii, vii
Monitoring	1, 5, 6, 7	Not applicable
Communications	1, 3, 6, 7	Vii
Finance	1, 5, 6	Vii

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6. COMPLETED SCHEMES

6.1.1 This Chapter summarises the schemes completed since the submission of the 2005/06 bid and those where no additional funding is required for 2006/07. Detailed reports, for each scheme, are contained within the submissions of the individual authorities.

Interchanges

Bridgend Bus Station and Link Road

Local Authority: Bridgend County Borough Council

Scheme Description:

This award-winning bus station redevelopment included:

- The construction of 11 bus bays;
- A new station building housing office and restroom facilities for operators, a shop and information point;
- CCTV;
- Places of public convenience, and
- High quality lighting and a public information display system, which will allow for future installation of real-time information.

The scheme additionally included the enhancement of the road link between the improved station and the existing Bridgend railway station, through the introduction of a bus crossing facility on the Cross Valley Link, providing direct access for buses to the bus station.

Changes to Original Scheme:

In order to ensure the maximisation of benefits, it was necessary to amalgamate three separate contracts. These contracts included the re-development of the bus station, the enhancement of the road link along Market Street and the introduction of a bus crossing point on the Bridgend Cross Valley Link.

Changes to Cost Profile:

Increased spending will occur in 2005/06 consisting of carried over funds from the previous financial years under spend.

Sources of Additional Funding:

Energy Saving Trust grant totalling £57,000 for the provision of Solar panels in the Bus Station to complement the use of normal power sources as part of the 'Stream 2 PV allocation – DTI Major Photovoltaic Demonstration Programme- LC134'.

Outcomes:

The actual outputs from this scheme will be obtained from a monitoring programme, which coincides with the opening of the bus station to establish base line and future changes.

Further monitoring will take place as part of the BCBC Local Area Bus Strategy monitoring and review process, providing information towards the assessment of the impact of the re-developed bus station on the supply and demand of bus services.

Funding First Awarded: 2000/01

Completion Date: November 2004 (retention money & claims still to be finalised)

Scheme Value: £4,543,000

Merthyr Tydfil Integrated Transport Facility

Local Authority: Merthyr Tydfil CBC

Scheme Description:

This transport interchange scheme will consist of the provision of two new bus bays and five taxi drop off/ pick up bays together with covered waiting areas, seating and walkways at the existing railways station site in Merthyr Tydfil.

Changes to Original Scheme:

Scale of the bus provision at the site will be reduced.

Changes to Cost Profile: None

Sources of Additional Funding: None

Outcomes:

Projected outputs at the interchange include the increase in the number of bus journeys accessing the railway station directly from 4 per day to approximately 24 peak hour services.

A projected outcome is the encouragement of modal shift from car to rail for peak hour commuter journeys to Cardiff.

Funding First Awarded: 2000/01

Completion Date: December 2005

Scheme Value: £600,000

Accessing the Network

Monmouth Strategic Bus Corridors and Interchange Improvements (N-03)

Local Authority: Monmouthshire CC

Scheme Description:

Improvements to Monmouth Bus Station and Strategic Bus Corridors from Monmouth (to Abergavenny, Caerleon, Chepstow via Trellech and Chepstow via Tintern), providing bus stop infrastructure to regional standard.

Changes to Original Scheme:

Addition of Usk-Chepstow strategic route and local stops in Monmouthshire.

Changes to Cost Profile: None

Sources of Additional Funding: None

Outcomes:

Monitoring and Evaluation Programme to be developed.

Funding First Awarded: 2003/04

Completion Date: 2005

Scheme Value: £588,000

Risca & Newbridge Quality Bus Networks (X-03)

Local Authority: Caerphilly CBC

Scheme Description:

The Risca and Newbridge Quality Bus Networks scheme comprehensively improved all 81 bus stops in Risca and Newbridge including raised boarding platforms with tactile paving, glazed shelter (at keys stops) with internal illumination, improved lighting, quality flag signage and timetable information.

Changes to Original Scheme: None

Changes to Cost Profile: None

Sources of Additional Funding: None

Funding First Awarded: 2003/04

Completion Date: 2004/5 Works. Monitoring 2005/06

Scheme Value: £495,000

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7. 2006/07 TRANSPORT GRANT SUBMISSION

7.1.1 Individual package details are contained, in full, within the individual authorities' submissions. A summary of each scheme is provided in this chapter. The locations of the schemes are shown on Figure 7.1.

7.1.2 The following are multi authority bids, which are contained in the bid for the lead authority, as identified below:

- Sewta Corporate Bid: Torfaen CBC is submitting this bid as treasurer to Sewta (Constituent Local Authorities: All).
- Ebbw Valley Railway (M-03): Submitted by Blaenau Gwent CBC as lead authority/treasurer for this scheme (Constituent Local Authorities: Blaenau Gwent CBC, Caerphilly CBC and Newport CC).
- Taff Vale North: Submitted by Rhondda Cynon Taf CBC as lead authority/treasurer for this scheme (Constituent Local Authorities: Cardiff CC, Merthyr Tydfil CBC and Rhondda Cynon Taf CBC).
- Intelligent Bus Priority and Real Time Passenger Information (S-03): Submitted by Newport CC as lead Authority for the scheme (Constituent Local Authorities: Monmouthshire CC and Newport CC)

Corporate Bid

Sewta Corporate Funding

Local Authority: Torfaen CBC (Treasurer), All

Scheme Description:

The Sewta Corporate funding is the principle resource through which Sewta commissions work to deliver all aspects of its strategy and develop strategy components, as the need arises.

Specifically, this year's bid will include the following:

- Strategy Co-ordination: This includes proactive management of the delivery of the Sewta strategy, including the production and management of the annual reports and submissions (including Transport Grant, the Business Plan and Annual Report).
- Regional Transport Plan: This will be the major new work to be progressed in 2006-07. It will involve a series of commissions, costing up to £300,000 over two years, 2005-06 and 2006-07, (but mainly in 2006-07).
- Strategy Development and Implementation: Major reports to develop the Sewta bus and rail strategies are currently being completed. It is not yet clear whether these will give rise to the need for further detailed work to develop specific schemes and initiatives.

- Policy model: Consideration is being given to the options for developing a strategic policy model for Sewta.

Priority will be given to the first two of the above (Strategy Co-ordination and Regional Transport Plan). A detailed breakdown of this expenditure has still to be determined by the Board, and will be provided to the Welsh Assembly Government prior to the first requisition in 2006/07.

Funding First Awarded: 2004/05

Completion Date: Ongoing

Scheme Value: £400,000 per annum

Rail

Ebbw Valley Railway (M-03)

Local Authority: Blaenau Gwent CBC (Treasurer), Caerphilly CBC, Newport CC

Scheme Description:

The Ebbw Valley Railway project involves upgrading the existing Ebbw Valley Line to accommodate passenger services from Ebbw Vale to Cardiff and Newport. The project includes the construction of 6 stations to serve the communities within the Ebbw Valley.

Changes to Original Scheme:

The scheme has been reduced in scope. Previously the intention was to provide nine miles of double track: three miles will now be provided. As a result Newbridge and Llanhilleth stations will be single platform as opposed to double platform. However the track alignment will still be such that the double track and second platform can be added at a later stage. Planning permission will now have to be obtained for all of the Stations whereas previously Llanhilleth, Crosskeys and Ebbw Vale Parkway would have been constructed using permitted development powers. The first service to Cardiff is planned for Spring 2007.

Changes to Cost Profile:

The cost profile has been refined to reflect the changing scope, and implementation timescales for the scheme.










Sources of Additional Funding:

Corus Steelwork Regeneration Funding and European Union Objective One Funding.

Outcomes:

The railway will provide improved public transport in an area currently with no rail provision; Cardiff will be within 55 minutes of Ebbw Vale. A more environmentally sustainable alternative to the car will now be on offer. It is hoped that the railway will be a catalyst for economic regeneration and social inclusion, providing improved access to education, employment and leisure opportunities.

Key:

- Passenger Railway line/station 
- Railway Frequency/Capacity Enhancements 
- Strategic Bus network 
- Bus Priority Schemes 
- New Passenger Railway 
- Interchange Enhancements 
- Quality Bus Network 
- New Rail Station 
- Park And Ride Facility 

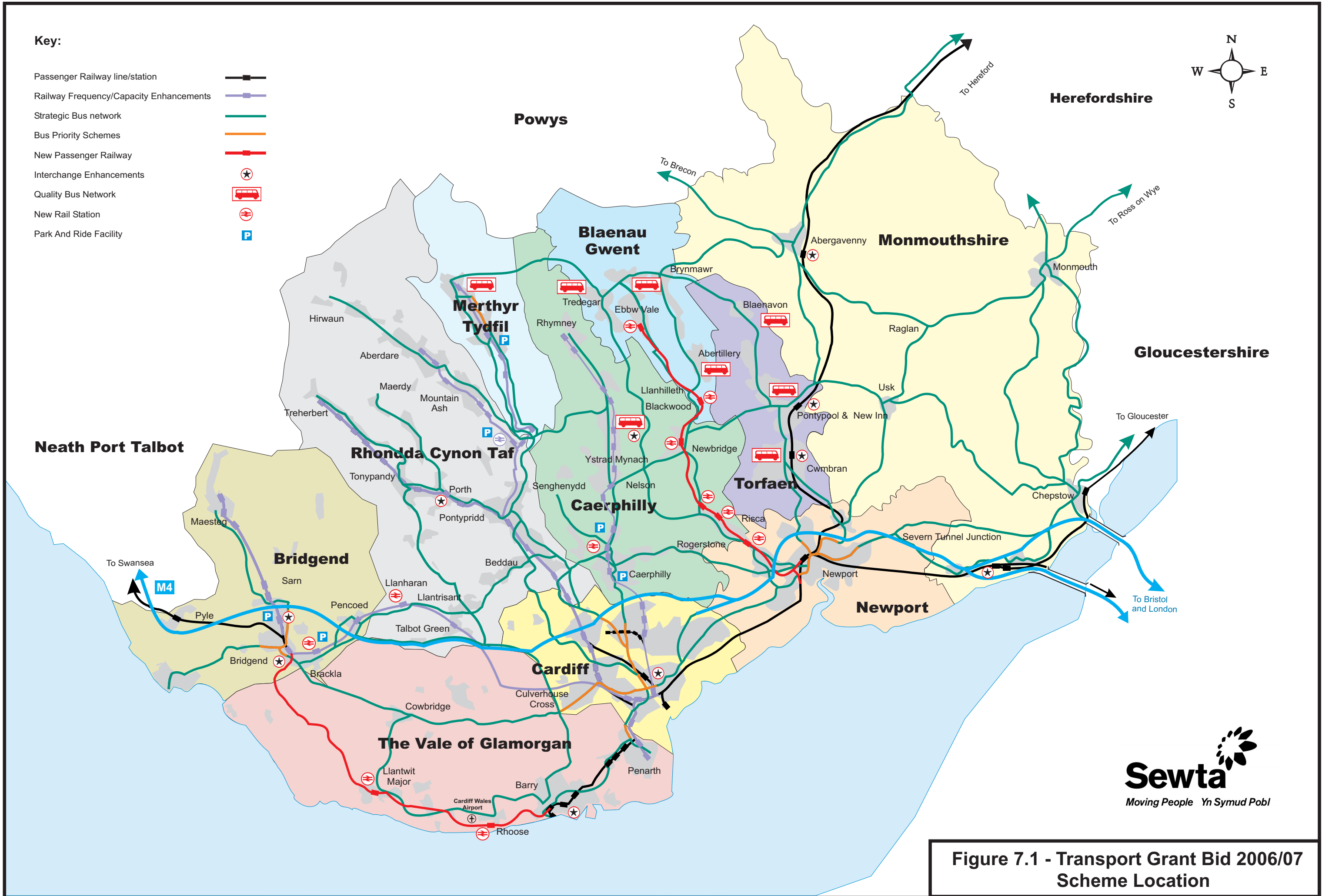
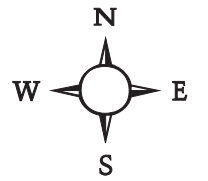


Figure 7.1 - Transport Grant Bid 2006/07 Scheme Location

Projected station patronage 2008:

Ebbw Vale Parkway:	79,500
Llanhilleth:	69,500
Newbridge:	150,000
Crosskeys:	60,380
Risca & Pontymister:	100,950
Rogerstone:	117,000

Funding First Awarded: Pre 2003/04 [Scheme acceptance 2001/02]

Completion Date: 2007

Scheme Value: Capital Costs £27.8m, (TG funded element £13,679,000).

Llanharan Station

Local Authority: Rhondda Cynon Taf CBC

Scheme Description:

This scheme will provide a new station in the village of Llanharan. The station will comprise:

- Two platforms capable of accommodating 4 carriage trains
- An associated Park & Ride facility
- High quality interchange facilities including provision for cycle storage
- CCTV
- Passenger facilities including; waiting shelters, passenger information boards, real time passenger information displays and passenger help points

Changes to Original Scheme:

The detailed business case was submitted to the SRA and comments were passed to the Welsh Assembly in January 2005. Additional work on the business and transport cases is being prepared for the Assembly, and the scheme will be presented to Network Rail and HMRI for review shortly. The findings of their reviews will result in the scheme being altered accordingly.

Changes to Cost Profile:

The revised costs set out in this bid have been presented to the Welsh Assembly, following discussions with Network Rail and Arriva Trains Wales. However, they are subject to further refinement and will be updated, where possible, at each stage gate review.

Sources of Additional Funding:

A bid for Objective 1 funding has been submitted to the Welsh European Funding Office, which relies on Transport Grant for match funding.

Outcomes:

The Llanharan station scheme seeks to improve accessibility to the local rail network, thus contributing to the development of a more sustainable transport system by

providing an acceptable alternative to the private car as well as reducing social exclusion for those without access to a car.

The reduction in car usage will lead to a reduction in vehicle emissions, noise and vibration along the roads surrounding the rail corridors.

Funding First Awarded: 2001/02

Completion Date: 2006/07

Scheme Value: £3,256,000

Maesteg Line Package (Inc. Brackla Station)

Local Authority: Bridgend CBC

Scheme Description:

This scheme will allow for the provision of a passing loop on the Cardiff to Maesteg Line in combination with associated signal works, track improvements and station enhancement, culminating in the provision of a half hourly service along the Maesteg line. This scheme additionally includes lengthening of platforms to accommodate the operation of longer four-car trains and the enhancement of accessibility to the stations.

Brackla Station consists of the construction a new railway station based on the Bridgend Industrial Estate serving the South Wales Main Line. The scheme will provide park-and-ride facilities, which will incorporate a cycle and pedestrian bridge linking the new housing development being constructed adjacent to the proposed station site. The combined cycle and footbridge will also function as the station footbridge connecting both platforms and providing access from all directions.

Changes to Original Scheme:

The full scope of the scheme is still being determined.

Changes to Cost Profile:

The costs of this scheme will be refined as it goes through the relevant Stage Gates.

Sources of Additional Funding:

A bid is being considered by WEFO for ERDF Objective 1 funding; however, it relies on Transport Grant for match funding.

Outcomes:

A monitoring programme will be developed within Sewta. This approach is preferred due to the strategic and regional nature of the railways.

Projected outcomes of this scheme are likely to include improvements in access to employment and education, and an increase in passenger confidence in the railway network arising from the improved frequency and reliability of services.

Funding First Awarded: 2003/04
Completion Date: 2009/10
Scheme Value: £16,343,000

Queen Street Station Capacity Enhancement

Local Authority: Cardiff CC

Scheme Description:

Within this scheme it is proposed to undertake a study to examine potential station facility enhancements, likely to include:

- Access to the station itself, including signage and crossing facilities;
- Improvements to the station entrance;
- Improvements to the subway, and
- Enhancements to platforms 1,2,and 3.

Changes to Original Scheme:

The original scheme was to provide rail capacity enhancement at Queen Street Station from 12 trains per hour to 17 trains per hour, through implementation of the following works:

- New signalling technology;
- Additional platform for through trains;
- The reopening of currently closed platform, and
- A new single line span over Newport Road.

However, this scheme is currently not being progressed, with the Welsh Assembly Government, Sewta and Arriva Trains Wales considering the way forward. The current 2004/05 transport grant funding is being used to commission consultants to review the current facilities at Queen St Station and consider how the station might be remodelled to cope with future demand.

Changes to Cost Profile: Subject to changing scope of scheme.

Sources of Additional Funding: None

Outcomes:

The following outputs are projected to occur from the successful implementation of this scheme:

- Reduced travel time;
- Reduced number of car users within the city centre;
- Improved train reliability;
- Reduced dependency on the private car by promoting public transport;
- Improvements to the environment;
- Improved pedestrian accessibility and safety;
- The scheme will contribute to meeting the Local Transport Plan targets.

Funding First Awarded: 2000/01
Completion Date: 2007/08
Scheme Value: £6,786,000

Rhymney Valley Line (including Energlyn Station)

Local Authority: Caerphilly CBC

Scheme Description:

This scheme aims to maximise journey times by improving operating capacity and increasing train frequencies along the Rhymney Valley Line. The scheme includes:

- A simple two platform station at Energlyn;
- 4 trains per hours to Bargoed;
- 2 trains per hour to Rhymney;
- Improved signal headway, using existing technology, and
- Extended platforms to accommodate longer trains.

Changes to Original Scheme:

The present scheme has reduced in scope. Original proposals included the complete re-signalling of the line with additional track and point works, turn back facilities and the provision of a new station at Energlyn. This has now been scaled down and is reflected in the above scheme description.

Changes to Cost Profile:

The cost of this scheme is being refined as it goes through the relevant stage gates.

Sources of Additional Funding:

A bid is being considered by WEFO for ERDF Objective 1 funding.

Funding First Awarded: 2003/04
Completion Date: 2008/09
Scheme Value: £27,725,000

Taff Vale North

Local Authority: Rhondda Cynon Taf CBC (Treasurer), Cardiff CC, Merthyr Tydfil CBC

Scheme Description:

This scheme comprises a number of discrete projects including:

- Aberdare Line Platform Extensions
- Cynon Valley Frequency Enhancements
- Pontypridd to Merthyr Frequency Enhancements
- Cardiff to Treherbert Platform Extensions

Changes to Original Scheme:

At the request of the Assembly, a Working Group of officers and industry partners has re-examined the role of the remodelling of Cardiff Queen Street in the rail implementation programme, which was able to deliver only an extra four/five paths per hour.

The review confirmed that if frequency improvements are to be delivered ahead of the capacity enhancements through Queen Street; longer platforms, longer trains and targeted capacity improvements were required. The Sewta Board has ratified the change in direction and this is reflected in the bid.

Changes to Cost Profile:

The feasibility work to determine the optimum mix of new passing loops, signalling facilities and platform extensions has been progressively commissioned with Network Rail. It is essential that the development of these schemes is maintained, enabling each scheme to be brought to the point where the actual works necessary can be agreed in principle and the outline costs allocated. The revised costs set out in this bid are subject to further refinement and will be updated, where possible, at each stage gate review.

Sources of Additional Funding:

This scheme is part of the Sewta sub-regional Objective 1 bid; however, it relies on Transport Grant for match funding.

Outcomes:

The Taff Vale North package seeks to improve the capacity of the rail network and contribute to the development of a more sustainable transport system by increasing its attractiveness to a wider section of the community, improving travel choice and providing an acceptable alternative mode of travel to the private car.

The associated reduction in car usage will lead to a reduction in vehicle emissions, and noise and vibration along the roads surrounding the rail corridors. The package will also assist the economic regeneration of those areas of high unemployment within the upper valleys, by enabling local people to access education and training opportunities, as well as by extending the catchment of the labour market to access jobs in the major employment locations within Cardiff and along the M4 corridor.

Funding First Awarded: 2001/02

Completion Date: 2008/09

Scheme Value: £39,304,000

Vale of Glamorgan Line

Local Authority: Bridgend CBC, Vale of Glamorgan

Scheme Description:

The Vale of Glamorgan Line reinstated a rail passenger service between Bridgend and Cardiff via Barry. New stations have been provided at Llantwit Major and Rhoose and the former Bay platform at Bridgend station has been refurbished to accommodate the additional trains utilising the Vale of Glamorgan Line. Bridgend station has been further enhanced by the provision of a multi modal interchange adjacent to the station. At Llantwit Major and Rhoose station, integrated transport facilities that cater not only for cars, but also for cyclists, pedestrians, taxis and buses have been provided. Due to the close proximity of the new Rhoose station to Cardiff International Airport, a direct shuttle bus link is being operated between the two sites.

Changes to Original Scheme: None

Changes to Cost Profile:

Since funding was first awarded, changes have been made in the cost profile to reflect actual expenditure. These changes are illustrated in previous Transport Grant bid documents.

Sources of Additional Funding:

Land contribution and finance from the S106 Legal Agreement for the Rhoose Point outline planning permission.

Outcomes:

The scheme will play a major role in achieving the objectives of:

- Reducing congestion;
- Increasing public transport patronage;
- Achieving modal shift away from the private car;
- Reducing CO2 emissions;
- Reducing accidents, and
- Ensuring quality of access.

A major projected outcome of the reopening of the Vale of Glamorgan Line to passenger services is a reduction in the reliance of individuals upon the private car. Through new service generation, it is believed that the benefits derived will be substantial by presenting the public with a realistic and viable transport alternative.

Funding First Awarded: 1999/2000

Completion Date: Services on the Vale of Glamorgan Line commenced June 2005. Total scheme completion, 2006.

Scheme Value: £3,247,000 (this includes VOG & BCBC awards but excludes track, signalling and permanent way works)

Bus Priority Schemes

A469 Bus and Cycling Improvements

Local Authority: Cardiff CC

Scheme Description:

The scheme will enhance facilities for buses, cycling and walking along the A469 corridor from the County boundary to the Gabalfa interchange by amalgamating the proposals of the express/core bus network with those of the strategic cycle network.

The scheme includes:

- Off road cycle facility from St George's Road to Parkfield Place providing a traffic free route through the busy and congested Gabalfa Interchange
- Improvements to the existing roundabout at the Caerphilly Road/Ty Glas Road intersection to cater for all modes
- Peak hour bus lanes along considerable lengths of the corridor to give buses greater priority, and
- On-road cycle lanes along many northbound and southbound sections of Caerphilly Road reducing conflict between cyclists and motorised modes.

Changes to Original Scheme:

As a result of adverse public reaction to provide bus, pedestrian, cycling and parking facilities along the A469 corridor, Cardiff Council is reviewing the scheme.

Changes to Cost Profile: See above

Sources of Additional Funding: None

Outcomes:

The projected outputs from this corridor improvement are expected to be:

- Reduced bus journey times;
- Improved bus reliability;
- Reduced dependency on the private car by promoting a wide range of alternative transport measures focusing on cycling, walking, and public transport;
- Improved cycling and pedestrian facilities along the length of the corridor;
- Provision of designated parking facilities;
- A contribution to meeting Local Transport Plan Targets.

Funding First Awarded: 2000/01

Completion Date: 2009/10

Scheme Value: £2,359,000

A470 Bus Corridor Improvement (including University Hospital of Wales)

Local Authority: Cardiff CC

Scheme Description:

This scheme will enhance facilities for buses using the strategic A470 corridor between the Coryton interchange (Junction 32, M4) and the city centre through implementation of bus priority measures.

Principal works will include:

- Widening of North Road between Boulevard de Nantes and Blackweir to accommodate in and out bound bus lanes;
- Relocation and upgrading of the existing cycleway between the city centre and Blackweir;
- Widening of the existing highway between Blackweir and Maindy Bridge, to accommodate in and outbound bus lanes;
- Inbound and outbound bus lanes at locations between Crown Way and Gabalfa interchange;
- Widening of the outbound off-slip road approaching Gabalfa Interchange to accommodate a bus lane, and pre-signals to give priority to buses onto the gyratory;
- Improved facilities for cyclists between Gabalfa Interchange and Parkfield Place, and
- Northern section improvements to include investigation into innovative design for bus priority between Coryton and Birchgrove Road to enable local and longer distance buses to bypass traffic queues on this busy strategic link.

Changes to Original Scheme: None

Changes to Cost Profile: None

Sources of Additional Funding: None

Outcomes:

Expected outputs/outcomes from this bus corridor improvement are:

- A reduction in bus journey times;
- An improvement in bus reliability;
- Reduction in dependency on the private car through promotion of a wide range of alternative transport measures focusing on cycling, walking and public transport;
- Improvements in cycling and pedestrian facilities;
- Provision of dedicated parking facilities, and
- A Contribution to achieving Local Transport Plan Targets.

Funding First Awarded: 1999/2000

Completion Date: 2010/11

Scheme Value: £15,434,000

Bridgend Bus Priority Measures

Local Authority: Bridgend CBC

Scheme Description:

The Bridgend bus priority measures scheme will include the following:

- Bus priority measures along the Nottage to Cornelly bus corridor;
- Improvements to the Caerau bus corridor where high levels of social deprivation lead to high bus usage;
- An extension to the Nottage to Aberkenfig bus priority route;
- Completion of the Bridgend to Porthcawl bus corridor, and
- Improvements and enhancements of bus stops, pedestrian access to bus stops, provision of a central island, provision of lighting and construction of build outs.

Changes to Original Scheme:

Under finances made available in 2004/05 design works for these measures are almost complete. However, due to the lack of finance provided in the 2005/06 bidding process, final design and works for this scheme will be deferred until 2006/07.

Changes to Cost Profile:

There have been changes between different elements of the cost structure, with funds being moved from design aspects to main works.

Sources of Additional Funding: None

Outcomes:

At present, there is no comparative empirical data available, which relates to the installation of the bus priority measures. The council will include the bus priority measures in the future Bridgend Area Bus Study (BABS) to assess the impact that they will have on bus reliability and running times.

Funding First Awarded: 1999/2000

Completion Date: 2008/09

Scheme Value: £5,479,000

Cardiff City Centre Bus Routeing

Local Authority: Cardiff CC

Scheme Description:

This scheme aims to improve access and circulation for buses in Cardiff City Centre. This will be achieved by:

- Identifying main bus routes through the city centre;
- Providing bus lanes and priority measures on these routes, reducing bus journey times for local and sub-regional services, and

- Developing new interchange facilities in the city centre.

The possibility of developing facilities for buses and passengers on Churchill Way, particularly in light of the St Davids II retail development proposals, is also being examined. It is intended that the provision of new bus facilities on Churchill Way will create an alternative public transport interchange serving the Queen Street retail area.

Concept plans for the bus routes in the city centre have been developed, and a proposed location for a new major transport interchange has been identified.

Changes to Original Scheme: None

Changes to Cost Profile: None

Sources of Additional Funding: None

Outcomes:

The potential outputs/outcomes of this scheme are:

- A reduction in the number of car users within the city centre;
- New interchanges facilities in the city;
- The provision of bus lanes and priority measures which will reduce bus journey times for local and sub-regional services, and
- Development of interchange facilities within the city centre.

Funding First Awarded: 2003/04

Completion Date: 2007/08

Scheme Value: £2,678,000

Cardiff Road Bus Prioritisation and Merrie Harrier Junction Realignment

Local Authority: Vale of Glamorgan

Scheme Description:

This bus prioritisation scheme will include the development of ½ kilometre of segregated bus lane along the A4055, Cardiff Road, in conjunction with the realignment and improvement of the junction at the Merrie Harriers public house.

Changes to Original Scheme:

As a result of increased development within Cardiff Bay, the original bus priority scheme has developed to include the realignment of Merrie Harriers traffic interchange, which was viewed as a major inhibitor of traffic movement along the identified corridor.

Changes to Cost Profile

Due to the changes to the scheme the cost profile now reflects the results of the detailed studies that were commissioned to incorporate the developments within Cardiff Bay.

Sources of Additional Funding: None

Outcomes:

This scheme will improve the efficiency and attractiveness of public transport services in the identified area of the Vale of Glamorgan. In doing so, it is anticipated that the outputs of this scheme will play a major role in achieving the Vale of Glamorgan Councils objectives of:

- Reducing congestion;
- Increasing public transport patronage;
- Achieving modal shift away from the private car;
- Reducing CO2 emissions;
- Reducing accidents, and
- Ensuring equality of access.

A proposed outcome of the scheme will be the reduction of bus journey times for public transport vehicles travelling into Cardiff that at present are subject to severe delays caused by peak hour traffic congestion. This is hoped to lead to a modal shift away from the private car as improving journey times is considered to be one of the crucial elements in making public transport more attractive to new users.

Funding First Awarded: 2001/2002

Completion Date: 2007/08

Scheme Value: £1,654,000

Intelligent Bus Priority & Real Time Passenger Information (S-03)

Local Authority: Newport CC (Treasurer), Monmouthshire CC

Scheme Description:

This scheme will include the following:

- The introduction of Intelligent Traffic Signal Priority (ITSP) for buses at 12 junctions;
- Real Time Passenger Information (RTPI) on the main approaches to Newport and key stops to Chepstow;
- Real Time Management workstations for local bus operators, and
- Upgrading of 20 bus stops on a strategic corridor in Newport to accommodate RTPI.

Changes to Original Scheme:

The scheme now benefits from the inclusion of a northern corridor covering Malpas Road. The completion of the Malpas Road Bus Priority Measures has facilitated the inclusion of this area within the scheme.

Changes to Cost Profile

There is no change in the total scheme cost of £1,665,000, which includes the provision for that part of the scheme that will be implemented in Monmouthshire. The main contract was awarded in February 2005 for a nine-month period. Due to this, the costs for 2005/06 will increase to £1,300,000.

Sources of Additional Funding: None

Outcomes:

Previous similar schemes have achieved increases in patronage of approximately 6%. This scheme is expected to achieve a similar change.

Funding First Awarded: 2003/04

Completion Date: 2006/2007

Scheme Value: £1,665,000

Western Corridor, Cardiff

Local Authority: Cardiff CC

Scheme Description:

This schemes aims to release any current unused capacity inherent on this route caused by inefficient network operations or illegal parking. This will be achieve through reallocating this road space to public transport and providing bus priority measures along the Cowbridge Road corridor from the City Centre (Westgate Street) to the A48/A4232 Culverhouse Cross Junction.

Changes to Original Scheme: None

Changes to Cost Profile: None

Sources of Additional Funding: None

Outcomes:

Predicted outputs from this scheme include:

- Increased junction and link capacity for buses;
- Improved travel times for buses, taxis and cyclists;
- Reduced congestion and illegal stopping;
- Improved environment;
- Improved pedestrian accessibility and safety;
- Improved journey time reliability for buses, and
- Contribution to Local Transport Plan targets.

Funding First Awarded: 2004/05

Completion Date: 2007/08

Scheme Value: £2,756,000

Interchanges

Abergavenny Interchange (Q-03)

Local Authority: Monmouthshire CC

Scheme Description:

The scheme proposes to significantly improve access and inter-modal interchange at Abergavenny Railway Station. Scheme specific elements include:

- Improved car park layout;
- An additional area of park and ride capacity;
- A bus interchange facility;
- Car and Taxi pick up/set down facility;
- Walking and cycling routes to adjacent residential areas and the town centre;
- Enhanced information provision; and
- Traffic signals to facilitate bus access.

Funding was not granted for proposals for a further area of park and ride and traffic signals, which together would also provide improved bus circulation, or for revenue support for bus services.

Changes to Original Scheme:

An area of land owned by Sustrans proposed for use as a park and ride extension has been dropped from the scheme due to the reluctance of Sustrans to sell the land for car parking, together with limitations of TG funds.

Signalised access from the A40, and park and ride extension will be reviewed following the completion of land purchase research, which may impact on the scheme.

Changes to Cost Profile

Implementation of the scheme has been delayed for a number of reasons, particularly difficulties in engaging with Network Rail.

It is proposed to progress pedestrian and cycle works in 2004/5, to be completed in 2005/6. Termination of Network Rail leases for park and ride expansion, and developing design work to planning submission stage, are also proposed for 2005/6.

Further land purchase, requiring most of the £350,000 indicative TG allocation for 2006/7 for Monmouthshire Interchange projects, is proposed, subject to successful negotiations.

Sources of Additional Funding: None

Outcomes:

The aim of the scheme is to alter modal share by encouraging the use of the station by people using all modes of arrival. The outcomes will be measured using bespoke surveys that ensure the impacts of the scheme are accurately determinable.

Survey data from 2004 revealed, for the survey period:

Patronage: 830 passengers/day

Modal split (arrival at station): car – 45%, walk – 19%, train – 19%, taxi – 11%, bus – 4%, cycle - 1%.

The key target is to achieve 4% growth in rail patronage. The LENNON database showed that 175,961 trips originated at Abergavenny Station in 2003, with 89,248 trips to the station.

Funding First Awarded: 2003/04
Completion Date: 2006/07
Scheme Value: £399,000

Barry Central Station

Local Authority: Vale of Glamorgan

Scheme Description:

The Barry Central Station project comprises the improvement of the existing Barry Dock Station to serve the needs of both existing and future residents of Barry and Barry Waterfront. Following detailed investigation and design work the final scheme will consist of the following:

- The retention of the existing platform position of Barry Docks Station with new finishes, canopy and platform accommodation. This will form phase 1;
- A station precinct from Thomson Street to Subway Road including a concourse, new ramps/stairs to access the subway to the platform and station accommodation;
- Upgraded pedestrian links to the South of the Station linking to the Dock Offices, Subway Road and the Waterfront Development.

Changes to Cost Profile:

The cost profile has been amended to reflect changes in anticipated construction timescales and the results of further feasibility studies.

Sources of Additional Funding:

The Welsh Development Agency has provided financial assistance with the purchase of land required for the scheme.

Outcomes:

The Barry Central Station project will strengthen the economy of the town centre and support the process of community regeneration. The new station will provide a focus for

public transport provision in the town and the opportunity to achieve real integration between transport modes, benefiting from the reopening of the Vale of Glamorgan line to passenger traffic in June 2005.

Funding First Awarded: 2001/02

Completion Date: 2006/07

Scheme Value: Elements of the scheme directly related to the new station and proposed access are estimated to be £820,000. (This figure excludes detailed design costs, land acquisition or line occupancy during any construction). The total cost of the project is estimated at £12.5 million (excluding land purchase).

Blackwood Interchange & Quality Bus Network (R-03)

Local Authority: Caerphilly CBC

Scheme Description:

This scheme aims to improve Blackwood Bus Station through:

- Changes to bus station layout through the reorientation of the bus docking area through 180 degrees;
- Relocation of the existing passenger concourse;
- Separation of the vehicle entry and exit points, and
- Demolition of the existing site buildings and replacement with a new building incorporating modern passenger waiting and operator facilities such as a café, toilets and information point.

Changes to Original Scheme: None

Changes to Cost Profile: None

Sources of Additional Funding: None

Funding First Awarded: 2003/04

Completion Date: 2007/08

Scheme Value: £2,282,000

Bridgend Transport Interchange

Local Authority: Bridgend CBC

Scheme Description:

The Bridgend Transport Interchange redevelopment scheme will provide an integrated multi-modal interchange in Bridgend town centre. The interchange will comprise:

- A coach, bus, taxi, bicycle and pedestrian interchange at the existing railway station;
- A passenger and tourist information facility;
- A dedicated bus, taxi and cycle link from the station forecourt to Brackla Street;

- Secure cycle parking.

The proposed Brackla Street link road will complement the Brynteg Safe Routes to School scheme funded through Transport Grant.

Changes to Original Scheme:

Within the scheme Arriva have outlined that part of their ticketing office may need to be rebuilt in order to accommodate the new highway. The reconstruction of this ticket office is likely to benefit Arriva and the scheme due to an increased width to the road and provision of new ticket office for the train operator. These costs are reflected in the changes to the cost profile.

Changes to Cost Profile: See above

Sources of Additional Funding: None

Outcomes:

Both Sewta, in its comprehensive monitoring review programme and Bridgend County Borough Council, will conduct monitoring and review of the Bridgend Transport Interchange Scheme. Local monitoring will be conducted in future phases of the Bridgend Area Bus Study (BABS) to be conducted as part of the Local Area Bus Strategy monitoring and review process. This will assess the impact of the schemes on the supply and demand of bus services in the county borough.

The expected major outcomes from this scheme include the following:

- Improvements in public perception of public transport provision;
- Improvements in public transport integration;
- Journey Time savings from quicker and smoother interchange between transport modes, and
- Increases in patronage.

Funding First Awarded: 2001/02

Completion Date: Estimated 2007/08

Scheme Value: £2,208,000

Cwmbran Interchange & Quality Bus Network (P-03)

Local Authority: Torfaen CBC

Scheme Description:

This project includes a new bus/rail interchange at Cwmbran railway station and a new station building incorporating ticket office, toilets, waiting area and possibly a retail outlet. Other associated improvements include CCTV, passenger information system, a network of walking and cycling routes to adjoining residential areas and the town centre and highway junction improvements.

In addition, the project includes the introduction of a Quality Bus Network to large parts of Cwmbran.

Changes to Original Scheme:

Proposals for the new station building and convenience store have been amended in consultation with Network Rail and the Train Operating Company.

The originally proposed DDA compliant footbridge has been excluded from the scheme owing to the withdrawal of RPP funding.

Sources of Additional Funding:

ERDF Objective 1: £1,087,500

Outcomes:

Surveys have shown that 634 passengers per day use Cwmbran railway station. It is anticipated that proposals will increase patronage by 4%.

Funding First Awarded: 2003/04

Completion Date: 2007/08

Scheme Value: £1,950,000 (Transport Grant element only)

Pontypool & New Inn Interchange

Local Authority: Torfaen CBC

Scheme Description:

The Objective of this scheme is to improve the railway station in order to develop its role as a strategic public transport interchange.

The scheme will improve access, safety, security, information provision and increase patronage at the station and provide North Torfaen as well as west Monmouthshire with an alternative transportation mode.

Specific scheme elements include:

- Improved signing to/from the station
- Provision of a passenger information system
- Improved lighting and a CCTV system
- Access road improvements, fencing and resurfacing
- Improved station facilities
- New access off the A4042 and a major new park & ride facility

Changes to Original Scheme: None

Sources of Additional Funding: Additional funding will be sought from the Heads of the Valleys initiative (£1,134,000) and ERDF Objective 1 (£1,257,000), equating to 68% of total scheme costs.

Outcomes:

There are currently 27,000 boardings and alightings per annum at Pontypool & New Inn Station. At present, walking accounts for 47% of trips to the station. The top passenger origins/destinations are heavily focused on Cardiff (20,000 boardings and alightings).

The *TIGER Rail Strategy, October 2001*, envisages that services will be enhanced to hourly, which would result in passenger numbers nearly tripling by 2021.

Funding First Awarded: 2003/04

Completion Date: 2009/10

Scheme Value: £1,133,000 (Transport Grant element only)

Porth Bus / Rail Interchange

Local Authority: Rhondda Cynon Taf CBC

Scheme Description:

This project is closely linked to the emerging regeneration strategy for the town centre. A number of options designed to improve public transport interchange in Porth have been the subject of a feasibility study. The local geography of the town, with both the river and the railway imposing a number of significant constraints, has limited the scope of the project and the options which could practically be developed. Discussions have been held with the bus and rail operators to engage their support and several proposals have been identified for further detailed consideration.

Changes to Original Scheme:

The feasibility of providing a park & ride facility alongside the railway platforms on disused railway land will be investigated to provide a comprehensive interchange facility. The timing of any park & ride facility will be dependent on the findings of the feasibility study and discussions with Network Rail.

Funding First Awarded: 2003/04

Completion Date: 2007/08

Scheme Value: £1,068,000

Severn Tunnel Junction Interchange (T-03)

Local Authority: Monmouthshire CC

Scheme Description:

This scheme proposes to significantly improve access and inter-modal interchange facilities at Severn Tunnel Junction railway station. Scheme specific elements include:

- A new loop access road;
- Additional park and ride spaces;
- A bus interchange facility, and
- A network of walking and cycling routes to adjacent residential areas.

Changes to Original Scheme:

The original proposals for the one-way access loop were found to be unfeasible due to a lack of clearance space to a bridge through which the access road would run. Therefore it has been replaced with a turning loop wholly within the existing station car park, coupled with minor traffic management measures at the car park entrance. The existing car park will require extension on to Network Rail land to compensate for the loss of parking from the newly designed turning loop.

Changes to Cost Profile:

Inability to fully engage Network Rail in the scheme process has resulted in the works proposed for 2004/05 being moved back to 2005/06.

It is intended to apply for revenue funding to pump prime bus services, for 2007/08.

Sources of Additional Funding: None

Outcomes:

The aim of this scheme is to alter modal share by encouraging use of the station by people using all modes of arrival. The outcomes of this scheme will be measured using bespoke surveys that ensure that the impacts of the scheme are accurately recorded.

Survey data from 2004, revealed:

Average Passengers	361/day
Arrival Mode	Train 40%; Car 40%; Walk 19%; Cycle 1%
Car Park Average/ Peak Occupancy	59/81 vehicles
Average Walking	69 passengers/ day
Average cyclists	5 passengers / day
Average Bus	0 passengers / day

The key target of this scheme is to help sustain the projected 4% p.a. increase in rail patronage (TIGER Station Integration Study, Severn Tunnel Junction Railway Station, Final Report, July 2002). LENNON database figures showed that 92,131 trips originated at Severn Tunnel Junction Station in 2003, with 16,207 trips to the station.

Funding First Awarded: 2003/04

Completion Date: 2006/07

Scheme Value: £346,000

Park & Ride

Caerphilly Station Strategic Park & Ride Access Road

Local Authority: Caerphilly CBC

Scheme Description:

This scheme will consist of the provision of a new 1km access road between Van Road and the eastern end of the present park and ride site. Works will include a roundabout junction at Van Road and a roundabout junction to provide access to an adjacent industrial development site. Access from the western end of the present park and ride site will then cease.

Changes to Original Scheme: None

Changes to Cost Profile:

The cost and programme has changed during the course of the scheme due to design amendments and external statutory delays.

Sources of Additional Funding: None

Funding First Awarded: 2003/04

Completion Date: 2007/08

Scheme Value: £2,269,000

Llanbradach Strategic Park & Ride

Local Authority: Caerphilly CBC

Scheme Description:

This scheme will consist of the provision of a new railway station and footbridge alongside a former tip plateau that will be used to accommodate a 500 space parkway station. This will lead to the closure of the existing station. A new access road will also be provided between the former A469 and the reclaimed Parkway plateau.

Changes to Original Scheme: None

Changes to Cost Profile: None

Sources of Additional Funding: None

Outcomes:

A monitoring programme will be developed within Sewta. This approach is preferred due to the strategic and regional nature of the railways.

Funding First Awarded: 2002/03
Completion Date: 2009/10
Scheme Value: £3,540,000

Pentrebach Park & Ride

Local Authority: Merthyr Tydfil CBC

Scheme Description:

This scheme was to provide 125 car parking spaces adjacent to Pentrebach Railway Station.

Changes to Original Scheme: Due to problems associated with acquiring land an alternative site may now need to be sought.

Changes to Cost Profile: None

Sources of Additional Funding: None

Outcomes:

One of the projected outcomes of this park and ride provision is the attraction of Heads of the Valleys commuters to travel by train who would otherwise have driven to Cardiff.

Funding First Awarded: 2000/01

Completion Date: Unknown at present due to land acquisition problems

Scheme Value: £1,215,000

Accessing the Network

Ebbw Vale, Abertillery & Tredegar Quality Bus Networks (U-03)

Local Authority: Blaenau Gwent CBC

Scheme Description:

This scheme will upgrade 115 feeder bus stops on the Ebbw Vale, Abertillery and Tredegar bus corridors. Works include the provision of raised boarding platforms, bus shelters and timetable information.

Changes to Original Scheme: None

Changes to Cost Profile: None

Sources of Additional Funding: None

Outcomes:

One of the projected outcomes of this scheme will be the increased patronage upon bus services within the Ebbw Vale, Abertillery and Tredegar bus corridors.

Outcomes are expected to centre on the improved accessibility that should result as a consequence of the upgraded bus stops.

Funding First Awarded: 2003/04

Completion Date: 2005/06 (monitoring 2006/07)

Scheme Value: £695,000

Merthyr Tydfil Bus Stop Enhancements (DDA)

Local Authority: Merthyr Tydfil CBC

Scheme Description:

Works to delineate bus stops to aid the free flow of buses on the primary bus corridors were undertaken in 2003/04. Bids have subsequently been made to continue these improvements.

Changes to Original Scheme:

The emphasis of the scheme has expanded with a view to making bus stops compliant with Disability Discrimination Access requirements.

Changes to Cost Profile: None

Sources of Additional Funding: None

Funding First Awarded: 2000/01

Completion Date: 2009/10

Scheme Value: £671,000

Pontypool, Trevethin & Blaenavon Quality Bus Networks (W-03)

Local Authority: Torfaen CBC

Scheme Description:

A comprehensive upgrade of all of the bus stops in Pontypool, Trevethin and Blaenavon that improve the waiting environment, passenger safety and security and accessibility to public transport (particularly for mobility impaired people). Measures include raised boarding platforms; improved lighting; flag sign giving location, route number(s), telephone enquiry number and provision for display of timetable information; and a glazed shelter with internal illumination at key stops.

Changes to Original Scheme: None

Changes to Cost Profile: None

Sources of Additional Funding: None

Outcomes:

One of the projected outcomes of this scheme will be increased patronage.

Funding First Awarded: 2003/04
Completion Date: 2005/06 (monitoring 2006/07)
Scheme Value: £575,000

Information & Ticketing

Smartcards

Local Authority: Caerphilly CBC

Scheme Description:

This scheme will provide an ITSO based Smartcard system to eligible concessionary travel users in the 10 local authorities in South East Wales, with the capability to be extended further within the development and implementation of other transport products.

Changes to Original Scheme:

There are currently ongoing discussions with Partners, the Welsh Assembly Government and the card supplier. This may result in changes to scheme specifics.

Changes to Cost Profile: This scheme is now being funded from outside Transport Grant.

Outcomes:

The projected outcomes of this scheme are efficient and effective data monitoring, integrated transport ticketing and increased patronage.

Funding First Awarded: 2001/02
Completion Date: To be determined
Scheme Value: To be determined

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8. FUNDING

8.1 Introduction

8.1.1 Transport Grant is the most significant funding source for capital investment in the region and this is likely to remain so. However, alternative sources of funding have been pursued wherever possible.

8.2 ERDF Objective 1 Funding

8.2.1 Blaenau Gwent, Bridgend, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen County Borough Councils qualify for Objective 1 status – the EU's highest level of regional aid. The scope of Objective 1 funding is very broad, however, measures to improve Accessibility and Transport (Measure 1) are eligible for funding under Strategic Infrastructure Developments (Priority 6).

8.2.2 The budget available to support Priority 6 Measure 1 over the Objective 1 period is currently around £51 million. The maximum level of grant support is 35.8%. This is relatively modest in terms of the costs of infrastructure and current investment plans in the Objective 1 area. The Welsh European Funding Office (WEFO) have determined that in respect of transport investment, Objective 1 funding will be used to secure the delivery of already planned investment or to give the go ahead for marginal projects where the private sector needs funding support to proceed with desirable but not clearly commercially beneficial schemes. It is recognised that most match funding for projects will come from the public purse, of which the most significant source of match funding is Transport Grant.

8.2.3 Ebbw Valley Railway has been awarded ERDF Objective 1 funding with a maximum grant of £7.5million being available for the scheme. Cwmbran Interchange has also been the subject of a successful bid with just over £1m being allocated.

8.2.4 WEFO is currently considering a bid of £10.3 million towards the major infrastructure schemes on the Cardiff Valley Lines, as well as Llanharan Station on the South Wales Mainline, (submitted July 2005). Securing this funding would lead to an acceleration of other elements of the Sewta programme by releasing Transport Grant funding that would otherwise be required for these schemes.

8.3 ERDF Objective 2 Funding

8.3.1 Objective 2 funding was successfully applied for, and approximately £3.9 million was awarded to a number of the schemes in the eligible areas.

8.4 Private Finance

- 8.4.1 There has been significant private investment in public transport throughout the region. For example, the main bus operators have invested in low floor buses, information provision, etc. to the benefit of public transport; and the privately owned Cwmbran bus station recently underwent £650,000 of improvement works.
- 8.4.2 Wherever possible private sector contributions are sought for specific schemes. These tend to be contributions towards complementary measures such as shuttle bus services linking railway stations to key attractors, rather than major works. However, a review of planning obligations within the Planning Reform Agenda could increase the contribution that private investment makes to the overall strategy. Sewta will seek to contribute to the revision of the relevant Technical Advice Note (TAN 18) that is currently underway, with that end in view.
- 8.4.3 Cardiff Council is exploring the potential for entering into a private finance partnership with a major partner in order to fund highway and public transport infrastructure initiatives, which cannot be funded through conventional means, such as Transport Grant. The mechanism for this would be a special purpose company, investing up to £400 million over 25 to 30 years. A number of alternatives for raising the necessary funding are being considered, including options for a system of road user charging. Bids for the contract have been received from two companies, and these are currently being assessed. Sewta has held a series of meetings enabling members of all the constituent authorities to discuss the proposals in detail, and the Board has expressed its support for the scheme in principle.
- 8.4.4 It has become increasingly clear that Transport Grant funding, at current levels, does not have the capacity to enable Sewta to deliver its programme of transport improvements over an acceptable timescale. Sewta therefore intends to investigate options for alternative funding in a systematic manner. Consultants will be briefed during the Autumn of 2005 to investigate a number of alternative sources of funding. As well as road charging options, the consultants will be asked to consider a range of possibilities, including the new EU structural fund, developer contributions and other sources.

8.5 The Steelworks Regeneration Fund

- 8.5.1 The demise of Corus at Ebbw Vale and downsizing at Llanwern resulted in the Welsh Assembly Government announcing substantial support for projects which will assist in regenerating the affected communities.
- 8.5.2 This one-off funding source provides a unique opportunity for implementing Strategy measures. Package M-03 Ebbw Valley Railway has been allocated £7 million of funding from this source in accordance with the recommendations in the *Five Counties Regeneration Framework, Final Report*.

8.6 Heads of the Valleys Strategy

- 8.6.1 The Welsh Assembly Government has initiated this strategy and development programme in order to address the long-standing deprivation and economic activity in this part of the Valleys. The Heads of the Valleys Programme will maximise the benefits arising from all forms of public sector expenditure, amounting to £1 billion per annum (directly and indirectly), together with the £300 million upgrading of the A465.
- 8.6.2 A special fund of an additional £140 million above existing commitments has been created for the programme. Improving the transport network will be an important part of the strategy, with public transport improvements as well as the upgrading of the A465. Sewta is taking an active part in the programme, and anticipates that the additional resources will enable early delivery of Sewta schemes that will be incorporated within the Heads of the Valleys Programme.

8.7 Rail Passenger Partnership

- 8.7.1 In the past, Rail Passenger Partnership (RPP) funding has provided a source of partnership funding to assist in the provision of new or enhanced local and regional rail services that could not be justified on financial grounds alone, but which contributed to the Government's wider objectives for rail.
- 8.7.2 RPP funding from the SRA has been allocated to the Vale of Glamorgan Line for 3 years from scheme opening (June 2005), as well as for a number of other enhancements on Valley Line services ahead of their accommodation within the Standard Pattern Timetable, December 2005.
- 8.7.3 A financial review by the SRA led to RPP funding being suspended, for new bids, in 2003. Since this time, no further funds have been allocated to it by the SRA.

8.8 Revenue Funding

- 8.8.1 Revenue funding will play an increasing role in improving bus and rail services that are an integral part of the Strategy. Substantial revenue funding has already been secured from the SRA (now the responsibility of the Welsh Assembly Government) as part of the approval process for the Vale of Glamorgan Line (£4.1 million over three years) and following the suspension of its RPP process, from the Welsh Assembly Government for the Ebbw Valley Line (£4 million for the first three years). The new Wales and Borders franchise also includes options for increased rolling stock later in the life of the franchise, and Sewta will be pressing for this to be allocated to increase frequencies linked to the delivery of platform lengthening and improved capacity on the Valley Lines network.
- 8.8.2 Revenue support will also be necessary to progress the frequency aspiration of the RPTS. Sewta will continue to explore the mechanism that exists for tapering revenue

support within the Transport Grant system and alternative options, such as providing the additional buses required as a capital contribution, will also be considered.

APPENDIX A

The Sewta Structure

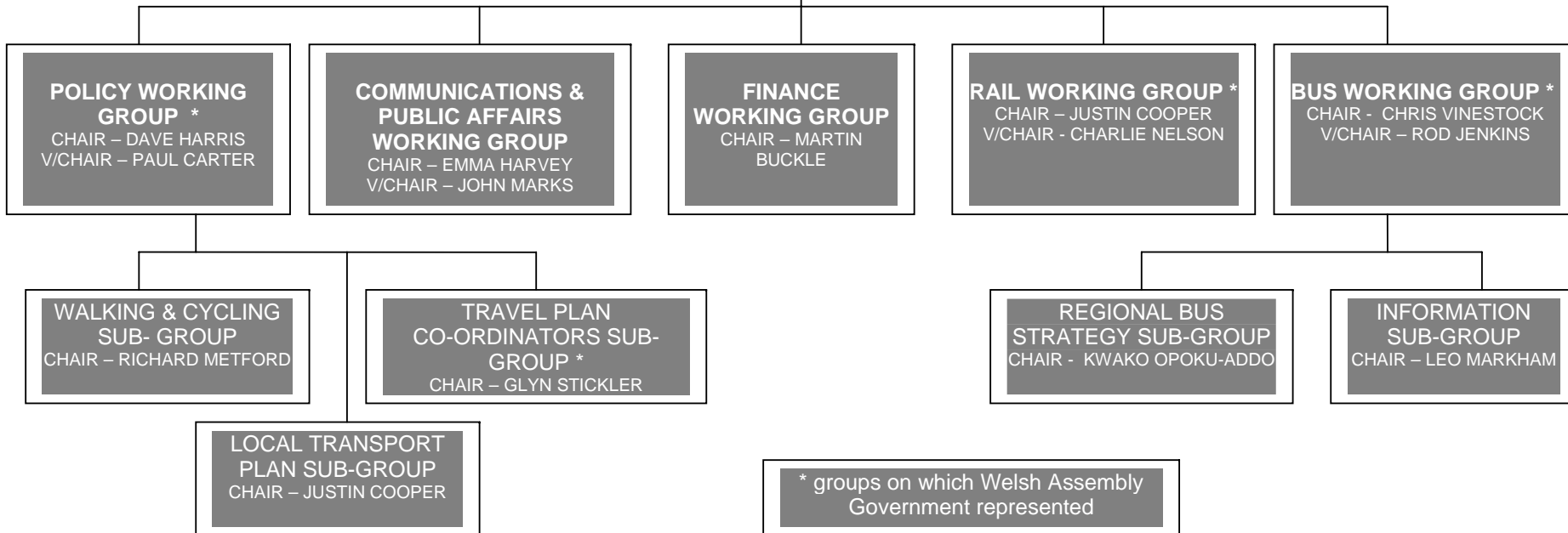


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TERRY COLLINS – ASSISTANT SECRETARY
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APPENDIX B

Finance Tables

Capital Bid by Unitary Authority
Capital Bid by Package Type

Authority	Description	Pre 04/05	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Total Cost
Corporate Bid									
	Sewta Corporate a)	0	104	782	400	400	400	400	2486
Sub Total Corporate Bids		0	104	782	400	400	400	400	2486
Blaenau Gwent CBC									
	Ebbw Vale, Abertillery & Tredegar Quality Bus Networks (Package U-03)	225	209	256	0	0	0	0	690
	Ebbw Valley Railway [Package M-03] b)	580	0	0	12609	490	0	0	13679
Sub Total Blaenau Gwent CBC		805	209	256	12609	490	0	0	14369
Bridgend									
	Bridgend Bus Priority Measures	3029	400	50	800	1000	200	0	5479
	Bridgend Bus Station and Link Road	1619	2724	200	0	0	0	0	4543
	Bridgend Transport Interchange	37	6	365	1500	300	0	0	2208
	Maesteg Line Package (inc. Brackla Station)	95	18	330	500	1500	13000	900	16343
	Vale of Glamorgan Line	490	10	30	0	0	0	0	530
Sub Total Bridgend		5270	3158	975	2800	2800	13200	900	29103
Caerphilly CBC									
	Blackwood Interchange & Quality Bus Network (Package R-03)	205	285	592	1190	10	0	0	2282
	Caerphilly Station Strategic Park and Ride Access Road	61	76	1962	150	20	0	0	2269
	Llanbradach Strategic Park and Ride	40	0	0	0	250	250	3000	3540
	Rhymney Valley Line (including Energlyn station)	50	97	2126	5552	12750	7150	0	27725
	Risca & Newbridge Quality Bus Networks (Package X-03)	200	290	5	0	0	0	0	495
	Smartcards c)	-	-	-	-	-	-	-	-
Sub Total Caerphilly CBC		556	748	4685	6892	13030	7400	3000	36311
Cardiff City									
	A469 Bus and Cycling Improvements	183	30	0	0	1631	378	137	2359
	A470 Bus Corridor Improvements d)	404	108	919	2944	2424	1653	4063	15434
	Cardiff City Centre Bus Routeing	11	202	515	1000	950	0	0	2678
	Queen Street Station Capacity Enhancements e)	1499	0	0	1453	3834	0	0	6786
	Western Corridor, Cardiff	0	121	408	1527	700	0	0	2756
Sub Total Cardiff City		2097	461	1842	6924	9539	2031	4200	30013
Merthyr Tydfil									
	Merthyr Tydfil Bus Stop Enhancements (DDA)	271	0	0	100	100	100	100	671
	Merthyr Tydfil Integrated Transport Facility (Pentrebach) Park and Ride	30	50	500	20	0	0	0	600
		40	25	0	50	500	500	100	1215
Sub Total Merthyr Tydfil		341	75	500	170	600	600	200	2486

Authority	Description	Pre 04/05	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Total Cost
Monmouthshire									
	Abergavenny Interchange (Package Q-03)	25	24	100	250	0	0	0	399
	Monmouth Strategic Bus Corridors & Interchange Improvements (Package N-03)	213	325	50	0	0	0	0	588
	Severn Tunnel Junction Interchange (Package T-03)	27	19	200	100	0	0	0	346
Sub Total Monmouthshire		265	368	350	350	0	0	0	1333
Newport									
	Intelligent Bus Priority & Real Time Passenger Information (Package S-03)	129	106	1300	130	0	0	0	1665
Sub Total Newport		129	106	1300	130	0	0	0	1665
Rhondda Cynon Taf									
	Llanharan Station	98	8	200	2950	0	0	0	3256
	Porth Bus/Rail Interchange	78	40	250	200	500	0	0	1068
	Taff Vale North	245	1449	1670	5270	25670	5000	0	39304
Sub Total Rhondda Cynon Taf		421	1497	2120	8420	26170	5000	0	43628
Torfaen									
	Cwmbran Interchange & Quality Bus Network (Package P-03) b)	35	115	282	881	637	0	0	1950
	Pontypool & New Inn Interchange b)	0	0	0	137	266	724	6	1133
	Pontypool, Trevechin Blaenavon Quality Bus Networks (Package W-03)	94	242	234	5	0	0	0	575
Sub Total Torfaen		129	357	516	1023	903	724	6	3658
Vale of Glamorgan									
	Barry Central Station	39	31	700	50	0	0	0	820
	Cardiff Road Bus Prioritisation and Merrie Harrier Junction	31	45	100	750	728	0	0	1654
	Vale of Glamorgan Line	958	738	1021	0	0	0	0	2717
Sub Total Vale of Glamorgan		1028	814	1821	800	728	0	0	5191
TOTAL CAPITAL BID		11041	7897	15147	40518	54660	29355	8706	170243

Notes

- a) Including pre-Sewta carry over
- b) TG element only
- c) This scheme is now being funded from outside Transport Grant
- d) Total cost includes £2,919,000 forecast expenditure for 2010/11
- e) Subject to outcome of discussions with WAG

Scheme Type	Description	UA	Pre 04/05	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Total Cost
Corporate Bid										
	Sewta Corporate a)	T	0	104	782	400	400	400	400	2486
Sub Total Corporate Bid			0	104	782	400	400	400	400	2486
Rail										
	Ebbw Valley Railway [Package M-03] b)	BG C N	580	0	0	12609	490	0	0	13679
	Llanharan Station	RCT	98	8	200	2950	0	0	0	3256
	Maesteg Line Package (Inc. Brackla Station)	B	95	18	330	500	1500	13000	900	16343
	Queen Street Station Capacity Enhancement e)	CC	1499	0	0	1453	3834	0	0	6786
	Rhymney Valley Line (including Energlyn station)	C	50	97	2126	5552	12750	7150	0	27725
	Taff Vale North	RCT MT	245	1449	1670	5270	25670	5000	0	39304
	Vale of Glamorgan Line	V	958	738	1021	0	0	0	0	2717
	Vale of Glamorgan Line	B	490	10	30	0	0	0	0	530
Sub Total Rail			4015	2320	5377	28334	44244	25150	900	110340
Bus Priority Schemes										
	A469 Bus and Cycling Improvements	CC	183	30	0	0	1631	378	137	2359
	A470 Bus Corridor Improvements d)	CC	404	108	919	2944	2424	1653	4063	15434
	Bridgend Bus Priority Measures	B	3029	400	50	800	1000	200	0	5479
	Cardiff Road Bus Prioritisation and Merrie Harrier Junction	V	31	45	100	750	728	0	0	1654
	Cardiff City Centre Bus Routeing	CC	11	202	515	1000	950	0	0	2678
	Intelligent Bus Priority & Real Time Passenger Information (Package S-03)	M N	129	106	1300	130	0	0	0	1665
	Western Corridor, Cardiff	CC	0	121	408	1527	700	0	0	2756
Sub Total Bus Priority Schemes			3787	1012	3292	7151	7433	2231	4200	32025
Interchanges										
	Abergavenny Interchange (Package Q-03)	M	25	24	100	250	0	0	0	399
	Barry Central Station	V	39	31	700	50	0	0	0	820
	Blackwood Interchange & Quality Bus Network (Package R-03)	C	205	285	592	1190	10	0	0	2282
	Bridgend Bus Station and Link Road	B	1619	2724	200	0	0	0	0	4543
	Bridgend Transport Interchange	B	37	6	365	1500	300	0	0	2208
	Cwmbran Interchange & Quality Bus Network (Package P-03) b)	T	35	115	282	881	637	0	0	1950
	Merthyr Tydfil Integrated Transport Facility	MT	30	50	500	20	0	0	0	600
	Pontypool & New Inn Interchange b)	T	0	0	0	137	266	724	6	1133
	Porth Bus / Rail Interchange	RCT	78	40	250	200	500	0	0	1068
	Severn Tunnel Junction Interchange (Package T-03)	M	27	19	200	100	0	0	0	346
Sub Total Interchanges			2095	3294	3189	4328	1713	724	6	15349

Authority/Package	Description	UA	Pre 04/05	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	Total Cost
Park and Ride										
	Caerphilly Station Strategic Park and Ride Access Road	C	61	76	1962	150	20	0	0	2269
	Llanbradach Strategic Park and Ride	C	40	0	0	0	250	250	3000	3540
	(Pentrebach) Park and Ride	MT	40	25	0	50	500	500	100	1215
Sub Total Park and Ride			141	101	1962	200	770	750	3100	7024
Accessing the Network										
	Ebbw Vale, Abertillery & Tredegar Quality Bus Networks (Package U-03)	BG	225	209	256	0	0	0	0	690
	Merthyr Tydfil Bus Stop Enhancements (DDA)	MT	271	0	0	100	100	100	100	671
	Monmouth Strategic Bus Corridors & Interchange Improvements (Package N-03)	M	213	325	50	0	0	0	0	588
	Pontypool, Treveithin Blaenavon Quality Bus Networks (Package W-03)	T	94	242	234	5	0	0	0	575
	Risca & Newbridge Quality Bus Networks (Package X-03)	C	200	290	5	0	0	0	0	495
Sub Total Accessing the Network			1003	1066	545	105	100	100	100	3019
Information										
	Smartcards c)	C	-	-	-	-	-	-	-	-
Sub Total Information			0	0	0	0	0	0	0	0
TOTAL CAPITAL BID			11041	7897	15147	40518	54660	29355	8706	170243

KEY

BG Blaenau Gwent
B Bridgend
C Caerphilly
CC Cardiff City
M Monmouthshire

MT Merthyr Tydfil
N Newport
RCT Rhondda Cynon Taff
T Torfaen
V Vale of Glamorgan

Notes

- a) Including pre-Sewta carry over
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